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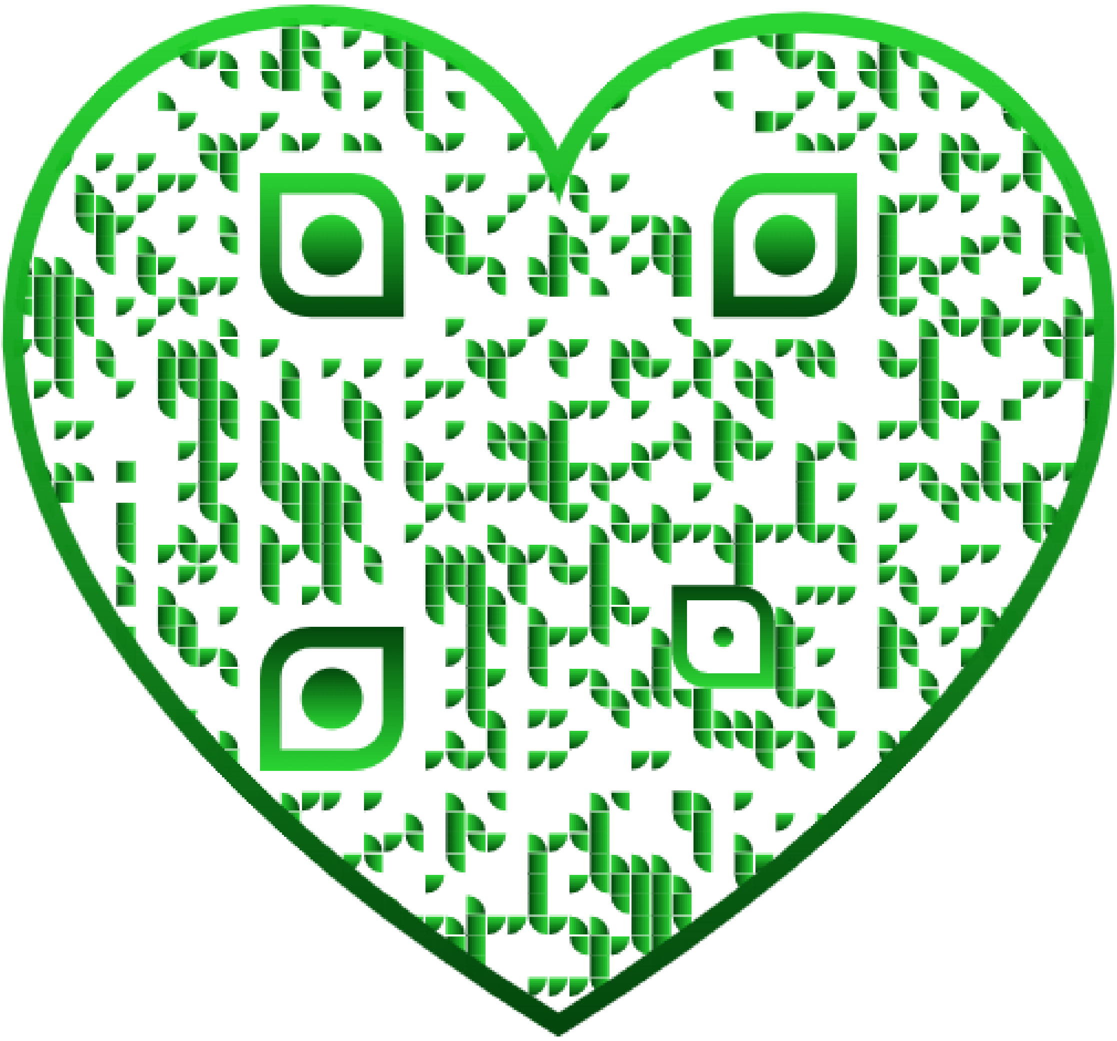

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FIGHTING TORQUE

The great thing about warm, dry weather finally making itself known is the high number of Porsches coming out to play. We decided to capitalise on this spell of pre-summer sun by bringing together Stuttgart-crested speed machines of all ages to do battle with one another. As the cover of this issue makes clear, we've pitched a 996 GT3 RS against a 992 GT3 (both cars are available at the same price point, but which is the better buy?), but we've also tested a 987 Boxster Spyder against a 718 Spyder and, in a more extreme head-to-head, we've paired a 356 Pre-A with a 993 Carrera RS. The latter duo brings together fantastic examples of the earliest and latest products from the manufacturer's five decades of producing air-cooled sports cars. As you'll discover, the differences aren't as pronounced as most people would assume them to be.

Therein lies the beauty of evolving a product, rather than starting with a 'clean sheet' design every half-decade. Speaking of which, this issue of the magazine delivers our verdict on the 992 Gen II Carrera GTS Coupe and the new Cayenne GTS. It's been a busy month. Bring on more sunshine.

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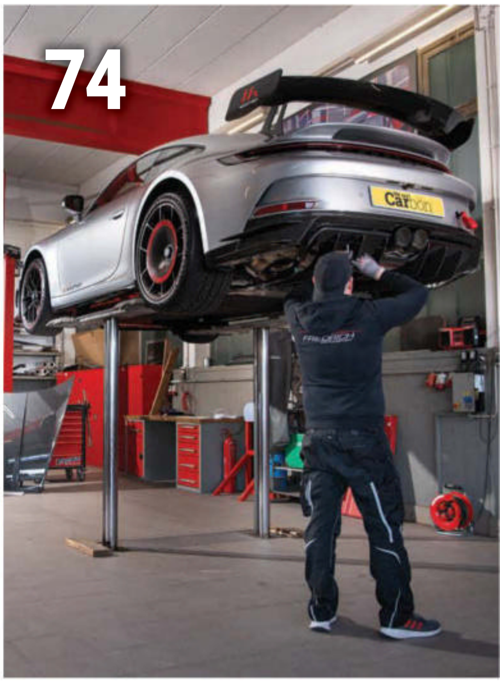

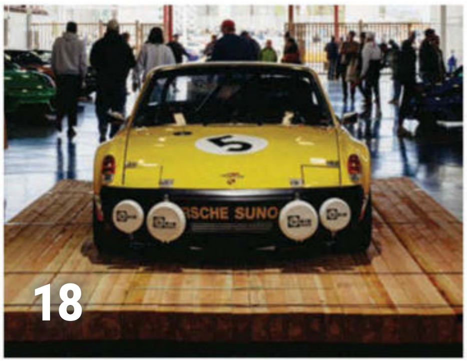

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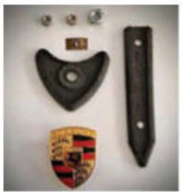

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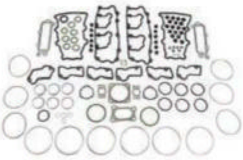

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SLIDE AWAY

The purest of Porsche's new hybrid-powered 911s is arguably as close as the brand will allow non-GT variants to get to the mighty GT3...

Words **James Fossdyke** Photography **Deke Mullins**

RJ74 HZA

Above There's no getting away from how big the new 911 looks and feels

There are those who will say the new 911 has diluted the GTS badge by switching to the heavier, more eco-conscious T-Hybrid powertrain, but those of us working on *911 & Porsche World* magazine respectfully disagree. You see, all the new GTS models we've driven thus far have been brilliant — we've barely noticed the hybrid system in action. For self-professed purists who remain unconvinced, however, the Carrera GTS Coupe is here to alter perception and change minds.

FOUR-WHEEL STEERING IS INCLUDED AS STANDARD EQUIPMENT IN AN ATTEMPT TO IMPROVE TURN-IN AT LOW SPEED AND STABILITY AT HIGH SPEED

Those of you unsure of the new GTS's design won't have been impressed with the fact there's no way of telling this rear-wheel-drive GTS Coupe from the all-wheel-drive version we tested last year. You get the same dark alloys, red brake calipers and black exterior garnish, as well as the same awkward gills on the nose. It's much the same inside. There's still no option of manual transmission, which is a shame, but no surprise, considering the T-Hybrid system's electric motor lives inside the standard eight-speed semi-automatic gearbox. Instead, you get the now familiar toggle gear selector, lashings of Race-Tex microsuede upholstery and dark metallic dashboard trim. You also get the Taycan-derived digital instrument display common to all second-generation 992s, plus a sporty steering wheel featuring Porsche's new drive mode selector button, which looks less upmarket than before, but *feels* more upmarket. Essentially, the red sport response button serves to ruin the aesthetic.

Whatever, the Carrera GTS Coupe is a clear case of so far, so familiar. Like the Carrera 4 GTS Coupe, the rear seats are a no-cost optional extra, Luggage space remains unchanged. There is, then, no advantage in choosing the rear-wheel-drive GTS when considering practicality. Predictably, both cars feel just as solidly built, with the same impeccable cabin quality and fabulous materials deployed throughout.

Things are much the same under the engine lid. All GTS T-Hybrids get the same 3.6-litre flat-six, an electrically assisted turbocharger, 1.9kWh battery and an electric motor inside the gearbox. This configuration is heavier than the three-litre turbocharged boxer and manual gearbox we saw in the first-generation 992 GTS Coupe, but it's considerably more powerful, with 534bhp available at a twitch of the driver's right foot.

Understandably, many journalists thought the T-Hybrid system would be

Above As we anticipated, carbon-fibre, leather and Alcantara are the order of the day

Below Sport Chrono stopwatch functions as a clock when not in use as a lap timer

all about efficiency, but with official economy of 25.7-26.9mpg, this clearly isn't the case. Put it this way, a new 992 Carrera Coupe is more efficient than the new GTS, in part because the latter's electrical system is hard at work helping the petrol engine to exploit its capability. The turbocharger uses electric power to spool itself up ahead of time, effectively eliminating lag, while the electric motor helps to fill in for the petrol engine when it's not at its most potent. The result is a hybrid setup feeling more like a glorified stop-start system, only really becoming noticeable when it cuts the engine just before you pull to a stop at the lights.

It doesn't impact the noise of the engine, which is still every bit as dramatic as before. While it's true the hybrid system will cut the engine now and then, it's only marginally more aggressive than the stop-start system fitted to first-generation 992. All in, while the new GTS can feel surprisingly refined, especially with the standard sports exhaust in its least raucous setting, this 911 still has a bit of menace and snarl about it. Indeed, activating the sports exhaust merely accentuates the sound, rather than transforming it. The GTS feels like a bit of a brute, especially with the turbocharger adding a bit more punctuation to proceedings with its gasps and sighs.

BACK OF BEYOND

All this is nothing new to those of you who read our review of the Carrera 4 GTS. Today's test car differs insofar as it sends all its power and 450lb-ft torque to the rear wheels, which changes the GTS's characteristics. In theory, an all-wheel-drive 911 should get off the line more quickly than a two-wheel-drive 911, especially on a less-than-ideal surface, and there's definitely a different feel to the rear-drive GTS's power delivery — where a Carrera 4 GTS will hunker down and hurl itself towards the horizon with minimum fuss, the rear-wheel-drive Porsche is a little less planted and secure.

Such is the traction provided by the massive rear tyres, however, you only really notice the two-wheel-drive GTS's playfulness when you put your foot down, or when the road is greasy. In dry conditions, it's very nearly as stable as the Carrera 4 GTS, which is demonstrated in Porsche's official performance figures. Specifically, both cars offer the dash from rest to 62mph in three seconds dead and top out at 194mph. Yes, this is a considerable improvement over the lighter first-generation 992 GTS Coupe.

Weight, then, doesn't have significant impact on the way the new GTS performs in a straight line. It hasn't spoiled the car's performance in corners, either. Yes, kerb weight of less

Drive
Assistance
Trip
Comfort
Drive mode
Sport
Chassis
Normal
Sports exhaust system
Start/Stop
Spoiler extended

than 1.6 tonnes is hardly chunky, but Porsche has countered with a sports suspension setup featuring tuned springs and dampers, as well as model-specific anti-roll bars intended to deal better with the weight of the T-Hybrid system. The GTS is also set apart by the extra helper spring on each of the rear corners, ensuring the tyre is in touch with the road more of the time. Oh, and the GTS Coupe and Cabriolet models (notably *not* the Targa variant) sit ten millimetres lower than the standard Carrera.

All of this means the GTS has incredible body control, regardless of whether you choose two- or four-wheel drive. In the softer of the two suspension modes, there's a bit of movement, but no more than you'd expect, while the stiffer setting feels a bit tighter and more impressive, especially if you opt for Active Roll Stabilisation, which buttons the car right down and almost completely eradicates lean in bends.

We're impressed with the anchors, too, which demonstrate immense stopping power, especially if you choose Porsche Ceramic Composite Brakes (PCCB). Often, ceramic brakes can feel a bit too jagged and grabby, which is certainly an issue when driving the new Cayenne GTS. By contrast, the new 911 Carrera GTS gets a more communicative pedal. It feels progressive and powerful, making it easy to modulate braking force more effectively. That said, the GTS's standard steel brakes are hugely effective, meaning unless you're going to be pounding around a racetrack, there's no great need to shell out for ceramic stoppers.

The new GTS also gets mega steering — four-wheel steering is included as standard equipment in an attempt to improve turn-in at low speed and stability at high speed. It does so by turning the rear wheels in the opposite direction to the fronts at lower speed (thereby reducing the turning circle) and by turning all wheels in the same direction at high speed (in order to reduce the chance of unsettling the car). You can feel the system working, tucking the car into tighter corners, but without impacting the natural feel of the steering, which is sensational, regardless of whether you choose the rear- or all-wheel-drive GTS.

And, it must be said, because there's only fifty kilograms between the two systems, you don't really notice much difference in the way the GTS zips into the apex of a bend, which it does with the same immense grip and eagerness whether you're driving a Carrera 4 GTS or the rear-drive variant tested here. You *are* likely to notice the difference as you transition to the corner exit, though, with the slightly more natural adjustability and playfulness of the rear-wheel-drive car coming to the fore.

Above The 'gills' of the second-generation 992's front bumper aren't being universally praised by 911 fans

TECH SPEC

Model	911 (992 Gen II) Carrera GTS Coupe T-Hybrid
Price	From £132,600
Engine	3.6-litre turbocharged flat-six petrol with 41kW electric motor housed in eight-speed semi-automatic gearbox
Economy	25.7-26.9mpg
CO_2 emissions	239-251g/km
Top speed	194mph
Power	534bhp at 6,500rpm
Torque	450lb-ft at 1,950-6,000rpm
0-62mph	3.0 seconds
Weight	1,595kg (DIN)
Length	4,553 mm
Width	2,033 mm (including mirrors)

PORSCHE
911 Carrera GTS

CENTERLOCK
PORSCHE
ANZIEHEN / TIGHTEN

Above The new GTS is also available as a four-wheel drive Carrera 4 and in a host of body styles

For most Porsche showroom visitors, the Carrera 4 GTS will feel like the quickest way around a circuit or through a corner, if only because it inspires a bit more confidence. You feel as though you can get on the throttle earlier with less chance of spinning into nearby undergrowth. The car feels less sensitive to throttle input. For keen and experienced drivers, however, the rear-wheel-drive GTS is more natural and more fun on a track, offering more adjustability from the loud pedal and a more intuitive slide when the back end kicks out. This is no slight on the all-wheel-drive car, which is remarkably exciting and adept in equal measure, but the rear-wheel-drive GTS will get your heart pounding ever so slightly faster.

> **THIS ISN'T AS GOOD AS THE BALANCE YOU GET FROM THE CABRIOLET OR TARGA, WHICH MANAGE WITHOUT THE LOWERED SUSPENSION**

Yet for all this, when the weather turns and the surface is slick, you're going to be a bit more tentative about using the rear-wheel-drive GTS than you would be with its all-wheel-drive sibling. On slippery surfaces, putting the immense power and torque down is a little bit easier and less threatening in the Carrera 4 GTS, whether it's on the exit of a corner or on a straight. It's not so bad on a track, but when you're trying to overtake a slow-moving Ford C-Max on a damp afternoon in Oxfordshire, it's a less desirable trait, all of which means the rear-drive GTS models seem better suited to bright, dry days and circuits than they are to the oft-damp roads of North Yorkshire, Scotland or North Wales. And though the power delivery is the main reason for this, the ride doesn't help their cause. In fairness, the Carrera GTS Coupe is no more or less comfortable than its all-pawed counterpart, but is less comfortable than the Targa or Cabriolet. It's slightly more pliant than its predecessor, which was a tad too firm for regular road use, but is still firm, especially at lower speed.

BUMPER CARS

Crawl around town, even in the softest setting, and you'll be thumped and jolted by the road surface as the suspension seemingly fails to cope with the greater travel required over bigger bumps at low speed. Unlike

the first-generation 992 Carrera GTS, though, the ride improves as speed builds — whacks and jolts are replaced by light bumps and jiggles, which are especially noticeable in the stiffer suspension setting. For our money, this is purely useful on a racetrack or when you're really pushing hard.

For the other ninety-nine percent of your time behind the wheel, the softer setting offers a much better balance of comfort and control. This isn't quite as good as the balance you get from the supposedly similar Cabriolet or Targa, which manage without the lowered suspension, but feature the other chassis upgrades. This seems to be because the Coupe's roof, which is structural and helps to provide the sharpness and rigidity serving the hard-top GTS so well on the track, also seems to make the car stiffer on the road, which isn't quite so desirable

If you're never going to drive your 911 hard on a track — or even take it on a racetrack — we'd be minded to choose an open-top 992 over a Coupe, just for the fractional improvement in ride quality. Don't think we're dismissing the new 911 Carrera GTS Coupe out of hand, though. For 911 fans who want a GTS for the same reasons you'd buy a GT3 (by which, we mean you want a car to blast around in on a Sunday afternoon, be it at a racetrack or on a good country road), the rear-drive Carrera GTS Coupe is a brilliant sports car with thrills in abundance. This is very much a focused sports coupe. Even so, for the less confident and, perhaps, less enthusiastic driver wanting to use their sports car more than just once or twice a week, we recommend the more accessible all-wheel-drive GTS. If you tend to take longer journeys, invest your cash in a Targa or a Cabriolet, but all these cars are so good there's no right or wrong answer — it's a question of horses for courses. Five hundred and thirty-four horses, to be exact. ●

Above and below
As always, the 911 offers a fairly decent balance of performance and practicality

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THE BULLETIN

News from the world of Porsche

THIRD AIR|WATER OUTING SEES MORE THAN 1,000 CARS IN ATTENDANCE

The third Air|Water event took place not long before this issue of *911 & Porsche World* went to print. Attended by more than a thousand cars, the all-encompassing Porsche event is the brainchild of former factory driver and co-founder of Luftgekühlt, Patrick Long, and Luft's creative director, Jeff Zwart. This third staging of the fast-growing Porsche festival once again saw thousands of enthusiasts travelling from across the US and beyond to experience Air|Water's unique celebration of Porsche products in all their forms.

Unlike Luftgekühlt, which focuses exclusively on air-cooled cars, the purpose of Air|Water is to be a broader church for fans of the brand, offering the opportunity for anyone interested in the wider world of Porsche to discover more. And while Luftgekühlt moves to a different location each year, Air|Water returned to Costa Mesa in Orange County, with a fixed venue now designed to promote the idea of an annual gathering.

THE LUFT TEAM HAS ANNOUNCED ITS INTENTION TO HOST AIR|WATER ACROSS THE POND

One of the main draws for 2025 was the McLaren MP4/2B driven by Alain Prost to overall victory in the 1985 Formula One season. This car is powered by a turbocharged V6 engine designed by Porsche's master engineer, Hans Mezger, and produced by Porsche in Weissach on behalf of the Techniques d'Avant Garde (TAG) holding company. Other star cars included an example of the ultra-rare 911 SC RS (winner of the Middle East Rally Championship in 1984 and 1985), an equally rare street-legal Schuppan 962 CR, and the Flying Lizard Motorsports 911 GT3 RSR driven by Long in the 2012 24 Hours of Le Mans. Themed displays housed in six separate areas included a focus on mid-engined Porsches of all ages, as well as a deep dive into the 944, with further space given to Porsche's little-known series of now highly collectible tractors.

Rod Emory's celebrated 356 Outlaw builds were given their own real estate at the event, while the Action Sports Arena used a dirt oval as the backdrop for all manner of off-road Porsches, from overlanders and rally cars to a new breed of intrepid 911 campers.

New for Air|Water in 2025 was the Carrera Carnival, essentially a Porsche thrill ride allowing visitors to ride around a specially designed handling circuit with a professional Porsche driving instructor in some of the brand's latest sports cars.

Envious Europeans will be happy to learn the Luft team has announced its intention to host Air|Water across The Pond later this year. Scheduled for 13th and 14th June, Air|Water Poland will be held in Warsaw. Alongside an eclectic display of 'hero' and owner's cars will be several exhibits from the Porsche Museum.

LIMITED 911 SPIRIT 70 CABRIOLET LANDS IN DEALER SHOWROOMS

Dressed in exclusive Olive Neo paintwork, historically inspired decorative graphics and legendary Pasha pattern for its interior, the 911 Spirit 70 has been announced. Limited to 1,500 units, this latest special edition 911 in a long line of recent special edition 911s "embodies the essence of the 1970s and early 1980s", according to Porsche.

The technical basis for the 911 Spirit 70 is the new 911 Carrera GTS Cabriolet with efficient performance hybrid. In combination with the GTS's high-voltage system, eTurbo and electric motor housed in updated PDK semi-automatic transmission, the newly developed 3.6-litre flat-six engine achieves satisfying system output of 541bhp.

"From an aesthetic perspective, Porsche's Heritage Design models occupy a special position within the company's product strategy," says Michael Mauer, Vice President of Style Porsche. "These limited edition sports cars visualise what makes the Porsche brand so special. Every one of our designs ties in with our history, but these vehicles go a step further. They show how we reinterpret historical design elements in a state-of-the-art sports car." The sentiment is echoed by Alexander Fabig, Vice President of Individualisation and Classic. "The first two 911s in the Heritage Design programme generated a great deal of enthusiasm by hinting at the lifestyle of past decades. We are delighted with this success and are now proud to present our third, highly exclusive Heritage Design model."

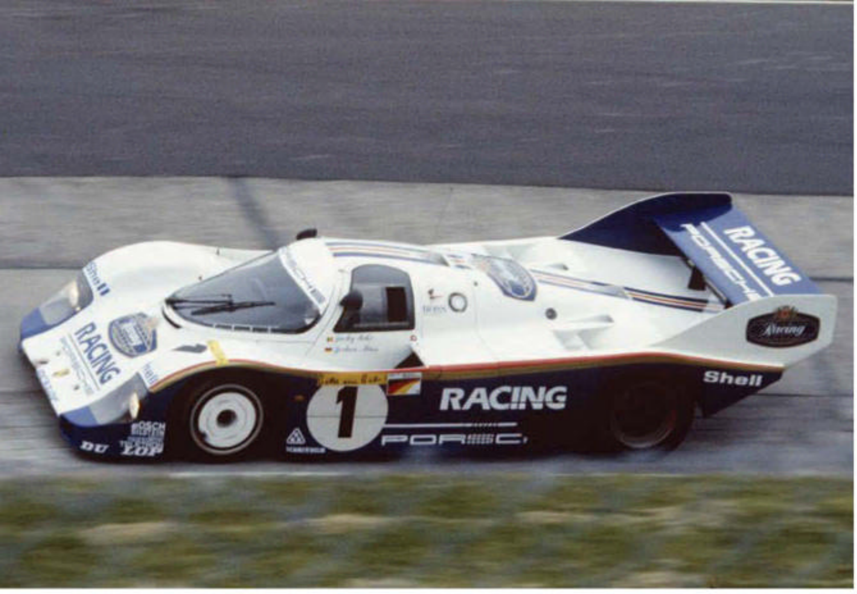
Grey-gold Bronzite forms an exciting contrast to Olive Neo. The car's lower rear section, front end and Sport Classic wheels (in Fuchs design) are painted in this accent colour. The soft-top is black, as is the windscreen frame, emphasising a unique visual presence.

Three decorative stripes in black silk gloss run across the bonnet. This detail is reminiscent of the safety stickers from the 1970s. Back then, sports drivers liked to apply longitudinal stripes to the bodies of their cars, chiefly because sports cars were easier to see in the rear-view mirror of other vehicles on the motorway or race track. For the 911 Spirit 70, The stripes are continued tone-on-tone on the soft top. The side decorative graphics with Porsche script and roundel are also presented in black silk gloss and feature an individual start number, a nod to the 911's sporting history and credentials.

THEN AND NOW

An example of the contrast between tradition and innovation can be found in the centre of the front bonnet — the 911 Spirit 70 bears a Porsche crest almost identical to the crest used on the 901 in 1963. Meanwhile, gold-coloured Porsche Exclusive Manufaktur badges appear on the front wings. Other unusual details include gold-plated Porsche lettering and model designation at the rear.

The 911 Spirit 70 can be ordered immediately and is expected to arrive in European Porsche Centres by the time this magazine hits newsstands.



Jochen Mass

PORSCHE WORLD MOURNS THE LOSS OF ENDURANCE DRIVER, JOCHEN MASS

PORSCHE
ROTHMANS
DUNLOP
RACING
1

Former works driver, Jochen Mass, died on 4th May 2025 at the age of seventy-eight. With his death, the Porsche world not only loses a special driver, but also a person who helped shape motorsport, whilst enriching and inspiring Porsche product design with passion, experience and precision.

"We are very saddened by the news of Jochen's death," says Thomas Laudenbach, Vice President of Porsche Motorsports. "He was a driver with depth, one who could understand a car like few others. He had an excellent feel for technology and for what makes a team strong. His legacy extends well beyond his success. It lives in memories, in stories and in his way of thinking about motorsport. Our thoughts are with his family."

Jochen Mass was born on 30th September 1946 in Dorfen, Upper Bavaria. After circumnavigating the world for three years as a sailor in the German navy, he completed an apprenticeship as a mechanic. When the regular driver at the Alfa Romeo dealer, Hähn, was absent due to illness in 1968, Mass stepped in and proved his talent. It was not a long-planned debut, but marked the spontaneous start of an extraordinary career.

His success speaks for itself: 1972 European Touring Car Champion and European runner-up in Formula 2. From 1973, he competed in Formula One, completing 105 races, winning the 1975 Spanish Grand Prix along the way.

He remains one of the most successful German Formula One drivers by points, but found his true home in endurance racing at Porsche. Indeed, between 1976 and 1987, Mass was a permanent member of the Porsche works team. He drove the 935, 936, 956 and 962 with passion, courage and precision. Together with talented teammates, including Jacky Ickx, he celebrated consecutive victories, shaped championships, and his name became synonymous with reliability.

HE CELEBRATED VICTORIES, SHAPED CHAMPIONSHIPS, AND BECAME SYNONYMOUS WITH RELIABILITY

Recognised for his close contact with race engineer, Norbert Singer, Mass helped establish the Rothmans-Porsche partnership on the world stage, driving with vision and finesse. In 1992, he ended his active career. His sporting record is impressive: more than four hundred races, 105 Grand Prix starts, seventy-one World Championship points, winner of the German Racing Championship, European Touring Car Championship, Porsche Cup, German Sports Car Championship and the 24 Hours of Le Mans, albeit the latter with Sauber.

Even after retiring, Mass remained connected to racing, primarily as a popular speaker, Porsche brand ambassador and bridge builder between generations of factory driver. Whether at trade shows, historic motorsport races or media events organised by Porsche Heritage, people of all ages gladly listened to his many exciting stories.

Mass died in Cannes, France. He is survived by his wife, Bettina, and their four children. The Porsche scene mourns the death of one of the family, but with gratitude, respect and deep affection. Thanks for the memories, Jochen.

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ESSENTIALS

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Price: £9.99

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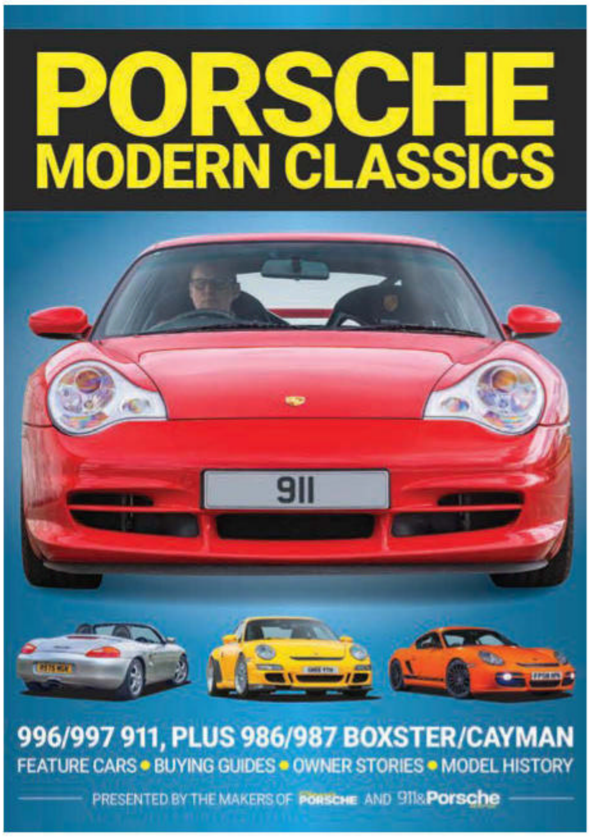
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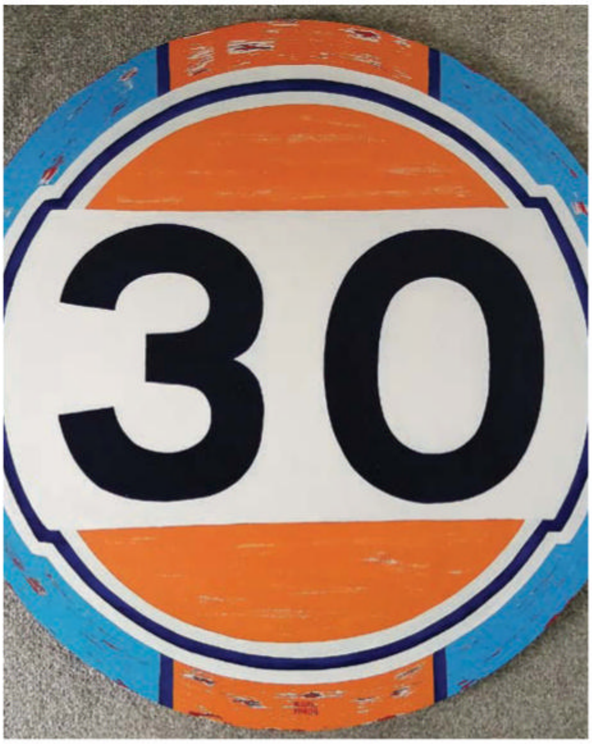
ROAD SIGNS REIMAINGED BY NEIL MARTIN



An artist living in Hampshire, Neil Martin has painted pictures of many client-owned motorcycles and cars. When helping his nephew revise for a driving theory test, however, Neil had something of a Eureka moment. "I was looking at illustrations of the many different road signs my nephew was required to familiarise himself with," he tells us. "I soon had the idea of turning these everyday objects into colourful works of art." Taking genuine decommissioned road signs at the end of their working lives, Neil transforms them into striking pieces of motorsport-themed art by applying bespoke designs inspired by famous race car liveries. Historic Formula One ranks high among Neil's inspiration, but he's also paid tribute to Porsche's long and fruitful history in endurance racing — designs influenced by the look of Stuttgart-crested speed machines cloaked in Gulf Oils and Martini Racing battle dress are available, as are designs incorporating the colours of recognisable driver safety helmets, such as those worn by Nigel Mansell, Ayrton Senna and Michael Schumacher. All Neil's art is created using acrylics, which is then 'aged' (to give a glimpse of the sign's past life) before being sealed with three coats of lacquer. See Neil's work in the metal — and take it home with you — at the Simply Porsche show at The National Motor Museum, Beaulieu, on Sunday 1st June. He'll be exhibiting his work on a dedicated trade stand.

Price: From £150
roadsignsre-imagined.co.uk* or *neilsbeetle@hotmail.com

BMC HIGH-FLOW AIR FILTER FOR 991 GT2 RS

BMC high-performance air filters are hugely popular with Porsche owners. Based in Bologna, Italy, the company boasts ninety-six distributors all over the world and produces top-quality filtration products for racing and street use. Adding to the company's catalogue is this direct-replacement carbon-fibre air filter for the turbocharged 3.8-litre flat-six found at the rear of the 991 GT2 RS and the modern 935 (based on the 911 GT2 RS). Designed to fit in the standard Porsche airbox, the part allows increased airflow combined with more efficient filtration, guaranteeing containment of all impurities from as small as seven microns. Compare this to the standard Porsche filter's ten-micron limit. BMC air filters are produced using a 'full moulding' system, enabling the a multi-layered cotton gauze to be released from a single mould with no welded joints, thus avoiding easy breakage. The gauze is covered with an epoxy-coated alloy mesh and coated in low-viscosity oil to ensure protection from petrol fumes and oxidisation. All BMC air filters are supplied pre-oiled. Additionally, they can be washed and reused. Don't think they're the exclusive preserve of 991 owners, though — BMC air filters for a wide range of Porsche sports cars are available through Anglo American Oil Company.

Price: £1,200
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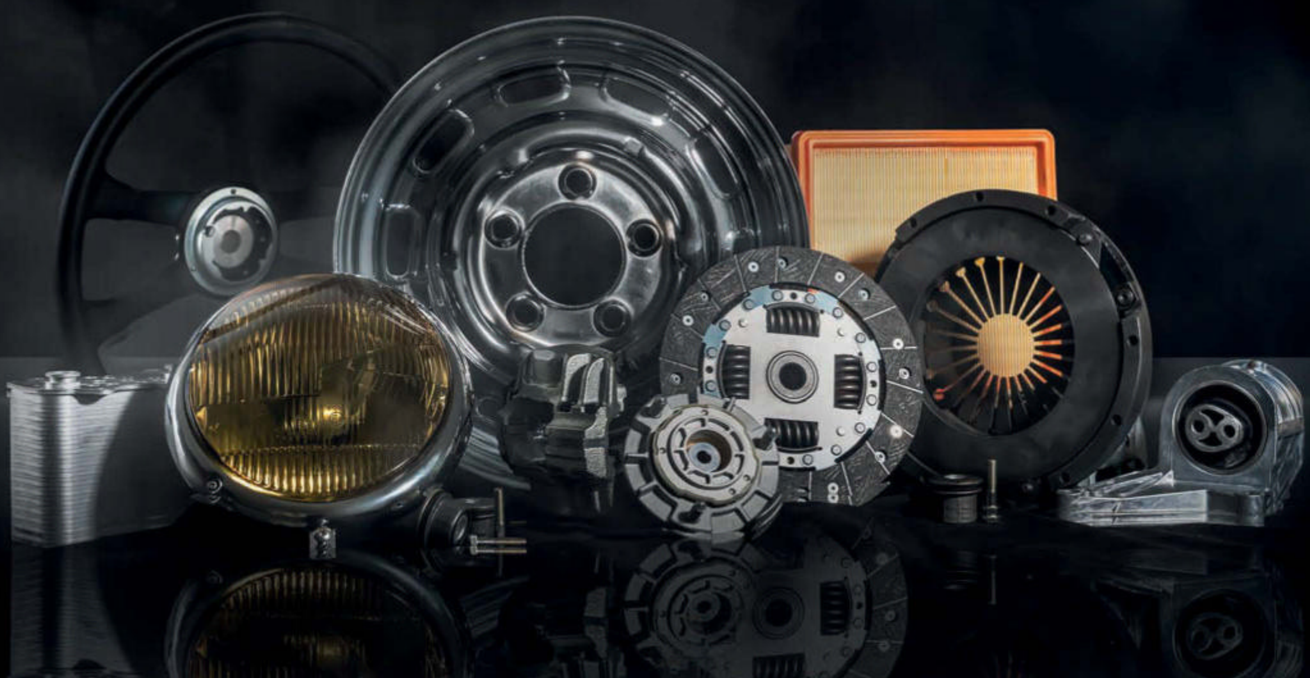

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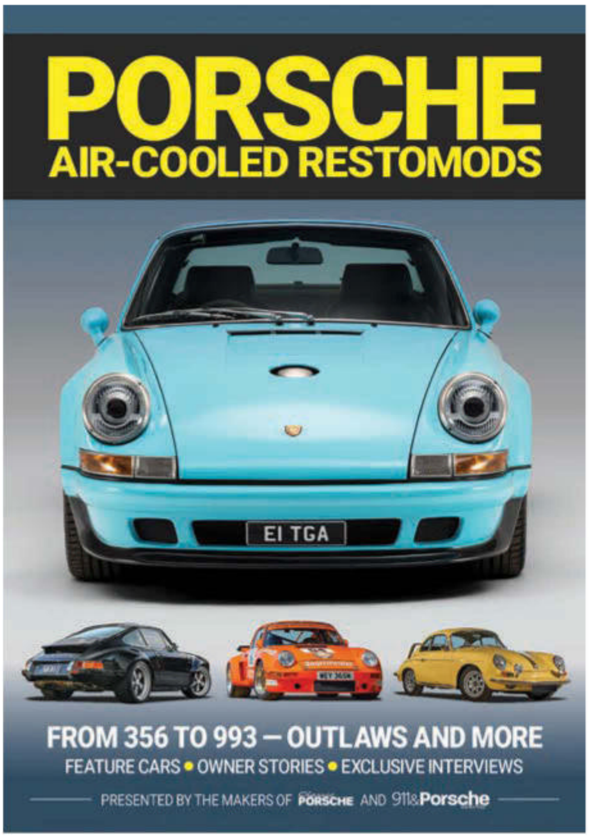
NEW PORSCHE MODERN CLASSICS BOOKAZINE

Hot on the heels of our hugely successful *Air-Cooled Classics* and *Modern Classics* bookazines comes *Air-Cooled Restomods*, a 164-page celebration of modified classic Porsches. The team behind *Classic Porsche* and *911 & Porsche World* magazines travels far and wide to uncover a variety of extraordinary air-cooled Outlaws and restomods spanning the evolution of Porsche sports cars, from the 356 through to the 993. Along the way, we get behind the wheel, delve into owner stories, explore ground-breaking engineering and salute the creators of these cars, as well as the Porsche restomodding scene they inhabit. We celebrate home-build heroes and big-budget professional projects, speak to industry professionals — including Rob Dickinson at Singer Vehicle Design and Nick Mebberson at Radial Motion — and look at leftfield approaches to bringing air-cooled Porsches into the modern era of motoring. Essential reading for marque enthusiasts, this brilliant bookazine argues the case for all classic Porsches being ripe for personalisation, citing the manufacturer's decision to offer its customers individual equipment from the early days of the 356, even if the brand didn't shout loudly about the fact. Fast-forward to the present day and we find ourselves at what many enthusiasts consider peak of the restomod scene, taking the idea of Porsche personalisation to dramatic new levels. *Air-Cooled Restomods* is available to order at the link below.

Price: £14.99
shop.kelsey.co.uk/restomod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This 1996 Porsche 993 Carrera Coupe featured with 75,590 miles on the odometer. Finished in its factory color Schiefer Metallic (9) complemented with a black interior. Equipped with a 6-speed manual transmission and 3.6-liter 6-cylinder engine. If you're in the market for an air-cooled 993 Carrera Coupe look no further than this attractive that is mechanically sound.

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Introducing this 1976 Porsche 911S Sunroof Delete Coupe that is finished in its exquisite factory color Peru Red complemented with a striking red interior. Equipped with a 5-speed manual transmission and a 2.7-liter air-cooled flat-six engine with single exhaust outlet and rear spoiler. This 911S is a perfect air cooled choice and is mechanically sound.

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1975 911 Carrera Sunroof Coupe #18161

An extremely original 1975 Porsche 911 Carrera Sunroof Coupe featured with matching numbers and 61,825 miles on the odometer. Finished in an exquisite and exclusive Paint-to-Sample Green. With only 395 examples ever made, this particular 911 is #287, making it a highly sought-after collector's item. Don't miss out on the opportunity to own a piece of Porsche's storied legacy that is mechanically sound.

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This 1989 Porsche Carrera Cabriolet featured with matching numbers. Finished in its special-order color Velvet Red complemented by a burgundy interior. Equipped with a 5-speed G50 manual transmission and a Flat 6 Cylinder 3.2-liter engine. If you're in search of a classic Porsche that combines timeless design and optimal performance look no further than this air-cooled 911 that is mechanically sound.

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It comes in its factory color code #550 Linen Grey Metallic with a linen interior, a clean Carfax and only 31,332 miles on the odometer. One of only 639 examples to reach our shores. 1989 is the last year of production of this iconic supercar. With 330bhp, which when coupled with the new G50 5-speed gearbox, propelled the car up to 162mph with 0-60 arrived at in 4.9 seconds. An amazing air-cooled sports supercar that is mechanically sound.

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TOM VAGI

Flicking through the pages of old motoring magazines is a fantastic way to see how the fortunes of classic and modern-classic Porsches have changed over the years, but it's also a good way to chart changing tastes in sports car design, performance and personalisation...

Tom Vagi is founder of Seacoast Specialist Cars, a New Hampshire-based independent Porsche specialist carrying out repair, maintenance, servicing, sales and restoration. He is a Master Technician, lifelong Porsche enthusiast and Technical Chair for the local chapter of PCA. Visit ***sscarsnh.com***

Spring didn't just bring May flowers, but something unexpected — we've had a recent run of transaxle and air-cooled cars through the Seacoast Specialist Cars workshop doors. From time to time, there are clusters of these cars arriving on site, and this is where we now find ourselves. Sometimes, we're presented with a string of cars finished in the same colour. Maybe not the hue of May flowers, but not far off.

Spring also delivered an unexpected project. Somehow, I acquired my father's collection of *Car and Driver* magazines. These date back to 1969 and stretch forward as far as 2019. Knowing much storage space would be needed to keep the collection, and recognising doing so violates the idea of minimalism I've attempted to adopt, I resolved to read each issue one more time, as I did in my youth, and then recycle it. The winter spent reading decades-worth of car magazines was a regular pastime for a pre-driving license version of me. Now, as the heat of summer approaches, I'm in the midst of devouring *Car and Driver* magazines published in the mid-1980s.

During my reading, several things have become apparent. I'm just going to say it: the 1980s were cooler than today, not just for the design of Porsche sports cars, but for turbo lag, Ferrari jackets and cassette players with names like Concord.

For most of the 1980s, Porsche had the 911 Turbo (930), 928, 911 and 944 (in both normally aspirated and Turbo forms) in production. In the first half of the decade, there was the 924, too. Each model had its own 'specialty'. The 930 represented the powerhouse of the line-up. The 928 was more of a gentlemen's spaceship, complete with design wildly different from everything else in the manufacturer's product portfolio. The 944 was solidly in the middle, but sporting wonderful fender flares, typical of the era.

The inexpensive and sensible 924 was the most generic car of the fleet. Even so, it offered an advantageous transaxle layout. Of course, expectations regarding performance were much lower back then. Six seconds to reach 60mph was fast, but the 930 managed the sprint in a scant 4.6 seconds. This made it among the quickest production cars. We all know *Turbo* has long represented the top of the Porsche product hierarchy, but my Cayenne Turbo S is a mere 0.1 seconds slower to 60mph than the 1985 911 Turbo (well, the European version). Oh, how times have changed. Yep, we now live in a world where a grocery getter can almost keep up with a 'widowmaker'. Cars in the 1980s were more accessible, which is to say they were DIY-friendly. This was especially true of Porsches. Heck, you could get hold of a paper-based workshop manual. From a dealer!

Mobil 1
PORSCHE

Back to the subject of hard-copy publications, the sheer number of advertisements for automotive accessories in these old magazines is impressive. Bolt-on turbo kits were all the rage, so it seems. I also noted something I'd long forgotten about: dealer-installed aftermarket equipment. Sure, these days you may be able to ask your preferred Porsche Centre for a trailer hitch and, perhaps, CarPlay retro-fitted to an older Porsche, but how many times have you gone into a dealer (with a car already on the lot) and had a choice of four wildly different radios, each available for immediate installation?!

In-car entertainment was a big thing during the era of excess. We now have nicely homogenised Porsche Communication Management (PCM), complete with Android Auto, Apple CarPlay, streaming services, satellite navigation and so on. It's wrapped up in what is essentially a dash-installed computer monitor. Not too many buttons. Sometimes, no buttons. Almost always, no personality. Take a look at the 'car radios of the 1980s' category on eBay. Super-cool. Others think so, too — the prices are almost as amazing as the radios.

Maybe this is what it all boils down to? By this, I mean owners used to start with a relatively standard car, then personalised the vehicle with a plethora of aftermarket equipment. Today, owners tend to outsource customisation with an order sheet handed to the factory at the point of sale. We all know the new cars are incredible, of course. You won't hear me say anything bad about a 992, for example. It outperforms older Porches in just about every category. Well, all but one: character. It doesn't have enough buttons. It doesn't have enough *Turbo* badges.

Maybe it's time for a design band-aid? How about the option of a Concord radio skin for PCM? I'd buy one. ●

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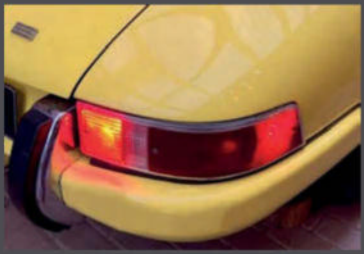

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KARL MEYER

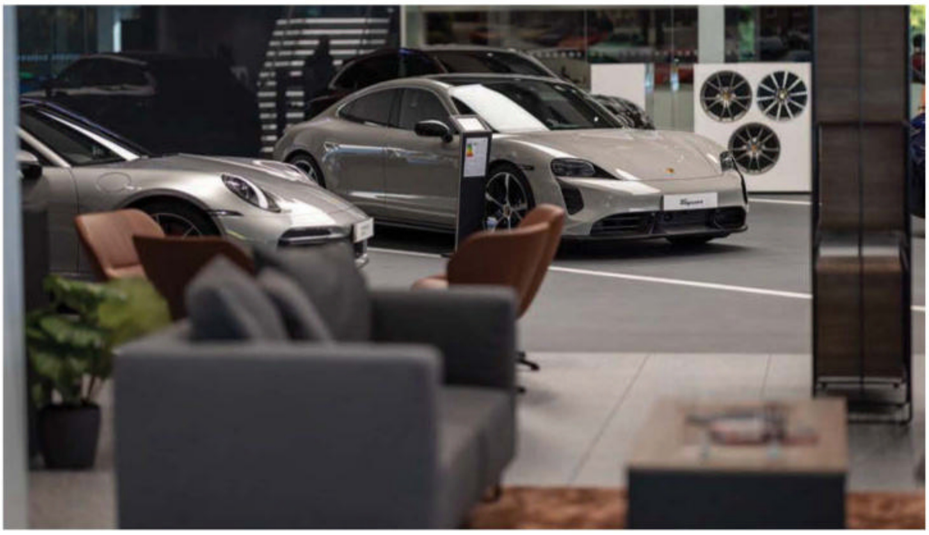
Porsche Centres are having a hard time of things right now, but massive pressure has seen declining levels of customer satisfaction, translating as good news for independent sales specialists, but has the potential for long-term harm for the brand as a whole...

Karl Meyer** is a UK-based independent Porsche buyer advising OPCs and independent specialists. Buying everything from 986s to Carrera GTs, his is a trusted name in the space of moving off-market and premium Porsches. If buying, selling or part exchanging, call Karl first. Visit **theporschebuyer.com

As the motor trade world seems to make less rational sense, I find myself drawn to the wisdom of old hands in our business. I'm referring to the ex-franchisees, who built (from nothing) our network of Porsche Centres. I'm also thinking of long-term independent and Porsche Centre technicians who have been in the game since 930 oil swaps and when diagnosis required scowling at an engine with a cup of tea and a biscuit for fifteen minutes. When a mechanic's brain was the only PIWIS in town. There remains a wonderful army of seasoned Porsche sales executives, buyers and managers, of course, all of whom we deal with in the network. These are the true heroes of the brand. People who have helped build it with old-fashioned values, the kind we should be cautious to abandon. To be clear, I'm seeing dismissal of some of the basics. And when I see our customers and our fore-generations agreeing on the same things, we ought to sit up and listen.

I thought it would be interesting (and ruffling of a few feathers) to share with you the honest, hottest, hot-button topics in today's Porsche marketplace. If Oliver Blume is reading (and I sincerely trust he does), he should want to know and value what the marketplace demands: smaller 911s. I realise satisfying journalists is not a sustainable business model for any manufacturer, but it seems you, the Porsche-buying public of the entire age-spread, are crying out for smaller and lighter 911s. There is real concern the future only brings bigger and heavier Neunelfers. Price increases should not be a given — we know we are paying for cyber security and driver assistance technology we simply don't want and actively dislike. Yes, there is a need for manufacturers to play within the rules, but I hope all the back-pedalling of recent regulatory nonsense is evidence of the need to push back harder when legislation attempts to dictate what the buying public 'ought' to want.

Arguably the biggest topic on forums (and my phone) is difficult for me to openly discuss, given my love of Porsche. It's the topic of client satisfaction. Specifically, there is a terrible reality of displeased customer experiences at Porsche Centres right now, which is good news for independent specialists and Centres going above and beyond, but across the board, if the brand suffers, we all suffer. Put simply, there has been growing feeling Porsche customers aren't feeling valued in Centres. Rightly or wrongly, expectations prior to walking into a Porsche showroom are set high. According to many of you, Centres generally aren't living up to those expectations.



I feel like the only sales specialist willing to openly talk about this problem. If it were not for so many these stories, I wouldn't be taking the matter so seriously. My personal analysis of why there is a problem (remember, I am a former Porsche Centre executive) may shock you: I don't blame sales staff, despite them being the target of criticism. No, the problem is 'corporate mania', which has established itself at the highest level of 'big automotive'.

I'll be vague with numbers in order to protect the Porsche Centre I'm referring to, but this example hammers home the point: last year, a UK-based Porsche Centre needed circa £10,000,000 to keep its lights on. This was against the previous financial year delivering £800,000 net profit. Pushing the site's employees and customers to clear these insane running costs and come into the black had serious consequences. That said, the thanks to this battle-weary team for their efforts surviving 2024? £2,000,000 net profit.

A great result, but the amount of goodwill and 'resource stretching' needed from people working in Porsche Centres to turn fortunes around is simply unsustainable. Something will inevitably break. Here is how the story plays out: the best of the team will leave, which will be a blow to the business and the brand, and those left will carry the burden of unbelievable pressure to pick up the slack. Reactive hiring will see recruiting of staff with less-than-ideal experience, while budget-squeezing will ensure compromised calibre of candidates in the first place. Worse, new employees are often rushed into service with proper training postponed for months due to lack of bodies in the business. Morale is heavily impacted within the team. Consequently, the level of care given to customers crashes and, in a high-pressure industry, mistakes are made. Ultimately, the reputation of the brand is hurt.

A wise ex-franchisee once suggested we are in the care business, not the car business. "Look after your people, Karl, and the rest looks after itself." He wasn't wrong. If Porsche Centres don't look after their people, how can they look after their customers? ●

DOUBLE DELIGHT

£150,000 to spend and two bookending GT3s to choose between? Where's does the smart money go? *911 & Porsche World* finds out...

Words **Steve Bennett** Photography **Dan Sherwood**

DUII RUN
GT3R

Editor Furr has put me in charge of the imaginary *911 & Porsche World* piggy bank. The challenge (or, perhaps, this should read conundrum?) goes like this: 996 GT3 RS versus 992 GT3. Both cars are being offered as available for purchase by Suffolk-based independent Porsche sales, maintenance and repair specialist, William Francis, for £150,000. Which would you buy? This is a pleasant conundrum to ponder over and, fortunately, while the dosh I've been given is make-believe, the cars are not. William Francis boss, Charlie Wildridge, is as intrigued as we are to compare and contrast the relative merits of this pair of powerful Porsches.

It's difficult not to have a gut reaction with this sort of thing. Such is the variety and breadth of the Porsche market, this sort of convergence isn't unusual. Indeed, there are many different ways to spend £150,000 on a 911, but today, the GT3 badge is the link. Specifically, a 996 from 2004 and a 992 from, well, now, really. One of these GT3s is a Rennsport and one isn't, though, which is why this is a price parity grudge match.

How so? Such is the cachet of the RS badge, that if applied to the 992 GT3, it would introduce another £100,000 into the equation. Applied to the 996 GT3, the RS badge adds an equally hard to justify seventy grand or so. For some, the 996 GT3's RS badge might immediately seal the deal. This and its more old-school charm. I must admit, right now, before an engine has revved and a wheel has turned, that's where my money is going. I love the 996's snake-hipped, narrow-body vibe. In truth, I have

Below 'Mezger' flat-six can trace its roots back to the 911-GT1 Le Mans programme

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911 Carrera 2 GTS (997.2)

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911 Carrera 4 GTS (997.2)

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more than a soft spot for the 996 GT3, having experienced a series of epic drives in the model when it was new, though I admit, these cars weren't from the RS stable.

NEW FRONTIER

My history with more recent 991- and 992-generation GT3s is a bit more sporadic. Plus, I think they look silly, especially the rear wing and all the rest of the downforce guff, even if it does work, particularly on a track, as colleagues are keen to tell me. These cars are too bloomin' big. So big, they make it look as though the driver has a pin head. Erm, back to the plot.

Rewind to 1999. The arrival of the 996 was a big deal. This new-world, water-cooled 911 needed a hardcore halo and the GT3 delivered in spades. With 360bhp and a hundred ponies per litre, this was the most powerful normally aspirated road-going 911 to date. While its power figure might seem a bit pedestrian in the here and now, it was viewed with shock and awe in the context of the late twentieth century. The GT3's flat-six wasn't yet known as the 'Mezger' unit — its mythical status was some way in the future — but it was certainly lauded for its gravelly bite and harmonics.

Lightweight road racer it may have been, but I can never resist pointing out the *real* lightweight 996 is the boggo Carrera, tipping scales at 1,320kg (versus the GT3's 1,350kg). And I know I've said this before, but it amuses equally how *Autocar* (paragon of the road test and the art of figuring) couldn't get the GT3 to better the standard Carrera's dash to 60mph from rest. Or the zero to 100mph time, for that matter. Nor in-gear sprints from 30mph to 50mph. Or 50mph to 70mph. That's weight for you. Thinking about it, we should probably save ourselves £130,000 and go splash out on a nice 996 Carrera.

Why is the 996 GT3 a bit of a porker, so to speak? For starters, it uses the heavier and stronger Carrera 4 bodyshell. The engine and gearbox were also heavier than the Carrera pairing, and some of the chassis components were built-up to be more robust. It all adds up, but the extra weight was never pared back.

With the GT3's extra weight came some serious depth, though. The engine (a derivative of that found in the 911 GT1 Le Mans racer) featured titanium connecting rods and lightweight pistons, demolishing the Carrera's

Above Exterior design is intended to link back to the Carrera RS 2.7

Below Where modern GT3s are a paragon of comfort and refinement, the 996 GT3 RS features a relatively raw and robust cabin

Above From the moment he saw the RS, Bennett was convinced the 996 would win the day

3.4-litre donkey at high-revs, spinning reliably to 7,800rpm. Bespoke springs and dampers, as well as ride height dropped thirty millimetres, were joined by adjustable roll bars, virtually banishing body roll. Geometry was readily adjustable for those who wanted a pointy front end. Aero appendages abound because, let's not forget, the GT3 was a racer first and a road car second.

Oh, and the GT3 was sans gizmos, too, because 360bhp was and still is a reasonably sensible power output without the need for traction control.

Comfort or Club Sport versions could be optioned. Club Sport is the market choice, with fixed buckets (often accompanied by a half-cage) and a single-mass flywheel for sharper throttle response. Beyond this, the GT3 was relatively well-equipped for a road racer, with standard leather-trimmed seats, air-conditioning and a stereo all for the standard price of £76,500.

Clearly, Porsche was onto something because, Ferrari 360 Modena aside, the GT3 was pretty much the most exciting sports car on the road at the time of model launch. The same was true on a track — ostensibly, the only reason the GT3 existed as a road racer was to homologate its drivetrain and aero add-ons for competition use.

THE THROTTLE RESPONSE IS VIVID, THANKS TO THE SINGLE-MASS LIGHTWEIGHT FLYWHEEL, ADDING TO THE FRANTIC BUZZ OF ACTIVITY

In the second-generation 996 line-up, the GT3 gained an extra twenty horsepower and a revised aero package. Oh, and more weight, which brings us neatly to today's £150,000 RS challenger, the final evolution and homologation of the 996 GT3, representing the first outing for the Rennsport badge since the much celebrated 993 Carrera RS.

The GT3 RS was Porsche's dietary riposte, entering the ring twenty kilograms lighter (1,360kg) than the standard GT3 and with a production run of just a few hundred cars. Such frugality was always going to make the RS instantly collectable. Weight saving was achieved with a carbon-fibre bonnet, complete with Porsche crest sticker (rather than a metal badge) and a polycarbonate rear window, plus other detail tweaks and a homologated carbon rear wing, vented front apron and lip spoiler. At 381bhp, power was identical to the standard second-generation GT3, as were the gearbox and brakes, although Porsche Ceramic Composite Braking (PCCB) was an available option.

Suspension was more aggressive — the chassis was slammed by a further ten millimetres. The RS also featured revised wheel hub assemblies and better location for the lateral control arms at the rear. None of this sounds amazing by today's standards, but was introduced at a time this kind of thing

really was very special. Put simply, this was the first time Porsche felt it had a car worthy of succeeding the 993 Carrera RS.

SON AND AIR

In truth, the last air-cooled Rennsport was somewhat understated. You can't say the same of the 996 GT3 RS. We have white and blue today, aping the look available for the Carrera RS 2.7 back in the early 1970s. White and red was also an option. Had I been in the market for an RS when the 996 variant was launched, I would have asked Porsche for white with green bits, thank you very much.

Inside, the William Francis GT3 RS is stripped for action, complete with half-cage, fire extinguisher no air-conditioning. There are buckets, harnesses and a fair bit of Alcantara for the touchy-feely bits.

Time to drive. Also, time to ponder twenty-one years of GT3 evolution. The last time I drove a 996 GT3 RS? A good few years ago for an article I penned about overrated 911s, which caused ructions and, possibly, a few letters to *The Times*. My reasoning? Homologation specials don't necessarily make good road cars. Indeed, that's not their purpose of function. They exist purely to extract the maximum out of their tweaks on track. The RS's tweaks diminished even further any road car pretensions. Does my review still hold true?

No. This thing is utterly hyper! The throttle response is vivid, thanks to the single-mass lightweight flywheel, adding to the frantic buzz of activity. There's still the good ol' 911 trick of relaxing at the wheel and going with it, but you have to be prepared to roll up your sleeves and 'get a grip' on proceedings, catching the occasional 'moment.' Low speed ride is uncompromising, while body control is ruthless. The steering turns chatty into gobby, with a touch of Tourette's. There is a storm of feedback. Filtering it requires concentration and commitment in equal measure. It's exciting, hardcore, physical and rewarding, but ultimately too manic to live with. Extended seat time feels like you have been in a fight. Even changing gear is unnecessarily difficult, thanks to a pointlessly notchy factory short-shift kit. This is daft when, from memory, the standard 996 GT3's gearshift is a key driving quality.

Indeed, the 'regular' GT3 is a much easier car to get the most out of and is far better suited to the road, but

Above and below
Stunning Shark Blue has become synonymous with the modern GT3 line-up

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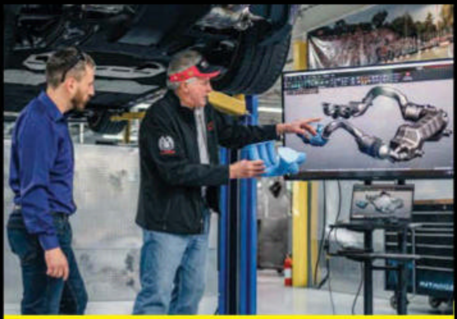

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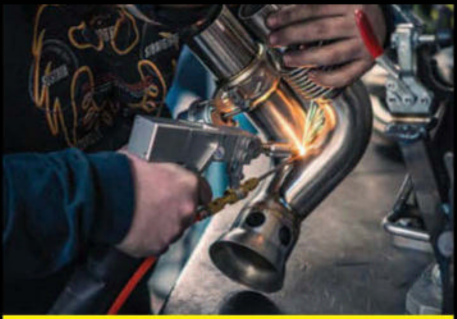

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it doesn't have the cachet of the RS badge or the exclusivity of being one of just a few hundred units of its kind. For me, the RS is definitely an occasional dalliance, in the same way I occasionally crave a hot curry. Back in the day, you used to see plenty of these on track days, which, of course, is what they were designed for. Porsche made no bones about it, either, but whereas the standard GT3 was very much a dual-purpose weapon, the RS is resolutely track-focused, a product of the early 2000s trackday boom. Now, though, at £150,000, most folk probably wouldn't countenance punishing one at a race circuit, which is a shame.

Are there any redeeming features? Yes, of course. It looks great. And second-generation 996s in any configuration were better built than their predecessors. Even this stiffly sprung road racer is remarkably devoid of rattles. Its snaky hips make it far more suitable for the road, leaving the much faster 992 GT3 in its wake — the newer, larger 911 has to dive for the kerb as yet another lumbering Range Rover rolls into view.

A final thought before I jump ship. I hesitate to say it, but after messing around with 996 suspension over the years, I reckon simply putting softer springs on this 911 could have a transformative effect.

Before we make the great leap to the 992 GT3, there are interim GT3 highlights to consider. They are very much of the 997 variety. Technology crept in, but only in the form of active suspension and a modicum of easily cancelled chassis control. The 'Mezger' engine, however, remained and was enlarged from 3.6 litres to 3.8 litres, romping on to a screaming four-litre RS derivative chucking out near 500bhp. Quite rightly, manual transmission ruled, and the basic narrow-bodied non-RS was, on balance, all the GT3 you would ever need. That said, and this is just my opinion, but within the 997 GT3 range is the best modern 911 chassis: the first-generation 997 GT3 RS, which has a balance of stability and ride bordering on genius (either by chance or design). This was lost on the second-generation 997 GT3 RS, which, like today's 996 GT3 RS, was way too stiff. The magic was partially rediscovered with the last-of-line four-litre machine, not least thanks to Porsche's decision to install helper springs to dial out any harshness. All in all, though, the 997 GT3 was the absolute sweet spot.

Not so the 991 GT3, which Porsche cynically saw fit not to offer with a manual gearbox, largely because it couldn't be bothered, a move backfiring

Above and below
The 996 feels like a go-kart compared to the much larger 992

1
2
3
7
8
9
10
GT3
0
mph
1/min x 1000

Above and below Buckets, harnesses and rear scaffolding more than hint at the GT3's trackday capabilities

in spectacular fashion, forcing manual transmission to be available for the follow-up. Not that I ever drove one — Porsche in Germany would only ship out a PDK-equipped model for the UK press fleet. I hated the car's size, its aero nonsense (especially in RS form) and I hated its massive wheels. And I really hated the purple paintwork. Apart from that, it was alright.

DESPITE BEING A CONFIRMED MANUALIST, I DO ALWAYS TRY TO REMIND MYSELF PORSCHE STARTED WORKING ON PDK IN THE 1980s

The 992, though, was a better 911 than any 991, so while I'm still offended by its size, I'm also keen to fill a gap in my 911 repertoire, GT3 or otherwise, because this will only be the second 992 GT3 I've driven, the first being a Touring, which I liked very much, largely for its lack of aero and its manual gearbox. I should stress, while the William Francis 992 GT3 isn't the very latest model, at three years old, it's current enough.

Progress, of course, equals power. The 'Mezger' engine is long gone from the GT3's rump, but in four-litre form, the flat-six at play produces 503bhp at 8,400rpm and 347lb-ft torque at 6,100rpm. To save the rewind, the 996 GT3 RS is powered by 381bhp at 7,300rpm and 284lb-ft at 5,000rpm. Progress, however, also equals weight — the 992 GT3 tips scales at 1,418kg. Mind you, the mahoosive six-pot calipers sitting inside the equally mahoosive twenty-inch Michelin Pilot Sport Cup-clad front wheels (versus the 996's tiddly eighteens) should make short work of shedding bulk and speed.

As ever, it's the sheer size of the 992 that troubles me. I know the GT3 is no bigger than any other 911 of this age, but it seems much larger, due to all the wing wangery. The 996 interior is spartan and sparse by comparison, a place where you literally rub shoulders with your passenger. Inside the 992, however, there's an expanse of centre console separation. It's palatial, but special. Of course, the dash is largely digital, save for the centrally positioned analogue rev counter. There remains, though, a pleasing amount of conventional switchgear to press, play and toggle.

Time to crank it up. For a moment, I'm confused (not unusual) as my leg automatically goes for the clutch pedal. I've convinced myself this is a manual because the gear lever is doing a very passable impression of an Alcantara-booted manual shifter, but at second glance, this is clearly PDK. A disappointment, I confess. Admire PDK as I do, the manual option for the 992 GT3 uses the familiar six-speed cog swapper, which is lovely.

Despite being a confirmed manualist, I do always try to remind myself Porsche started working on PDK in the 1980s, equipping the 956 sports-prototype with it. PDK would have been introduced to the brand's road car range much earlier, had development and usability been production-ready. In black

Above You can take only one GT3 home, but which would you choose — 992 or 996 Rennsport?

and white performance terms, PDK is better, no argument. Trouble is, the manual gearbox is wrapped up in a lot of enjoyable grey.

I set off. First impressions? They matter. The ride is firm, disciplined, but never punishing. The electric steering doesn't flood your fingertips with feel, yet it's laser-sharp in its response. Lateral movement? Locked down. Body control is superb, stoic, unwavering. As the pace rises, the GT3 doesn't so much suppress the road as refine it. This 911 calms the noise without silencing the sensation. That's the magic of Porsche Active Suspension Management (PASM). The RSR-derived front suspension adds another level of compliance.

This 911 is quick. Blisteringly so, but never ragged, never edgy. It's a curious contradiction of devastating pace delivered with absolute composure. There's a calmness to the car's fury. You don't wrestle this 911, you guide it. From the outside, it's all speed and savagery, but inside, things are unnervingly serene. This might sound as though the driving experience is sterile. It isn't. It's a new kind of thrill: measured, mature, deeply rewarding. This is clearly the best platform Porsche has yet produced for the art of going fast. The GT3's responses are immediate and consistent. You trust it, completely. The magic is in the momentum carrying more speed through every bend, layering confidence with every corner, feeling the chassis communicate in ever finer detail. The limits are vast, far beyond what most will dare to explore. And yet, the 992 GT3 never intimidates. It invites. It urges you on. As the needle sweeps past 8,000rpm, the engine note hardens into something utterly addictive. The car tightens around you, becomes part of you. It's intoxicating, but how does it compare? Progress, yes, but at what cost? The 992 GT3, especially in PASM guise, is supremely resolved, every situation met with calm authority. Contrast this with the 996 GT3 RS (passive suspension, hyper-alert, demanding more from you at every turn). It's rawer, more exposed and far easier to reach its edge. This makes it more involving, more intense, more physical, but it also makes the 992 feel otherworldly.

THE 992 GT3, ESPECIALLY IN PASM GUISE, IS SUPREMELY RESOLVED, EVERY SITUATION MET WITH CALM AUTHORITY

The answer to Editor Furr's £150,000 challenge? I really thought the 996 would walk it, that I wouldn't be able to overcome the 992's size and questionable image, but the old stager, charming as it is, lacks depth. Dive in, and you'll soon hit your head. In the 992, you feel depth is almost infinite.

The RS badge is something of a factor here, accounting largely for our 996's price tag, but offering no real advantage over a non-RS GT3. The car's rarity and value probably now preclude it from any track work and purpose — the 992 GT3's lack of RS badge works in reverse, demonstrating something of a bargain. In my usual, roundabout way, and with our imaginary budget burning a hole in my pocket, Charlie draws up an imaginary finance agreement — the 992 GT3 it is. Although, y'know, I still can't help but think a slight suspension tweak to the RS might just work wonders. ●

WILLIAM FRANCIS.

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FANTASTIC BEASTS

The 987 Boxster Spyder and 718 Spyder bookend Porsche's 2010 Spyder revival. We bring together two such examples to compare and contrast...

Words **Steve Bennett** Photography **Dan Sherwood**

Here in the rather quirkily named North Norfolk village of Little Snoring, we really are a long way from Carmel Valley, California. "You don't say", echo the *911 & Porsche World* faithful, somewhat sarcastically. You might even wonder where this is going. I know I often do. The clue is our Boxster Spyder duo. For reasons entirely obvious when you think about it, Porsche decided to launch the 2010 987 Boxster Spyder in California, with the full intention of making the most of the Golden State vibe of the 1950s and 1960s, the link being the 550 Spyder and 356 Speedster. I can confirm this was the case with some authority, primarily because I was at the 987 Boxster Spyder launch event, a smidge inland from Monterey and Laguna Seca, not far from where James Dean met his untimely end. All part of the 550 Spyder legend, if a bit dark.

> PORSCHE LEFT CENTRAL LOCKING AND ELECTRIC WINDOWS, FIGURING BUYERS WOULD ONLY BE ABLE TO TAKE 'SLUMMING IT' SO FAR

Call Porsche cynical (plenty did), but this was California dreaming, as The Mamas and the Papas did croon. I've always had a soft spot for the Boxster Spyder, just as I always have for the regular Boxster. Both are feelgood Porsches in a way only open-top sports cars can be. After all, it's impossible to be unhappy, roof down, sun out, the driving experience enhanced by one of the best handling cars at any price point. Then again, I've always been a fan of al fresco motoring.

Porsche got it in the neck with the Spyder, accused of exploiting yet another marketing label from the brand's back catalogue. Using California as the launch event's backdrop and making sure a few 550s were on hand for photographic purposes rather unsubtly reinforced the classic Spyder connection and point. Was criticism of this approach unfair? A little. Maybe Porsche should have called the new arrival a Speedster, rather than revive the Spyder name after many years of it lying dormant, but Spyder suggests a mid-engined layout, while Speedster hints at an engine in the rear. That said, to describe the Spyder as a niche within the Boxster range is inaccurate, particularly when you consider the fact Porsche intended for the Spyder to account for at least ten percent of Boxster sales and had done a very thorough job in engineering the model. This was no limited edition.

Drifting along in December's mellow Californian sun, it was easy to be seduced, a bit like being on holiday, really, when everything seems possible, but returning home is a return to reality. If this really was the case, though, we Brits wouldn't be the nation of rag-top sports car drivers we are — the white 987 Boxster Spyder owned by Nicholas Tomkins looks perfectly at home basking in the Norfolk sunshine.

Hang on a minute. We're not very far from California, after all. Yep, as unlikely as it sounds, there's a village named California just up the coast from the exotically named Scratby Sands, right here in Norfolk.

Enough of the California connections and meanderings. We'll get back to Nicholas's Spyder and introduce Peter and Stephanie Ketteringham's later 718 Spyder, too. First, more on Porsche's thinking behind the 987 Spyder. Yes, the 550 Spyder is the obvious connection, but the newer model isn't artificially linked to a particular past Porsche, more to an idea. It has the anticipated pair of fairings behind the occupants, typical of early Porsche arachnids, but the side stripes are those of Porsche endurance racers from the 1960s and 1970s, bringing to mind the factory racing department's most potent, lightweight hill-climb weaponry. White and black side stripes certainly remind me of the 909 Bergspyder.

What was, perhaps, cynical was Porsche's pricing strategy — this wouldn't be a proper stripped-out Porsche if it didn't cost more than the standard Boxster. Less is more. More dosh, that is. Indeed, Porsche asked £44,000 for the 987 Spyder against the £40,000 for the 987 Boxster S.

FOOD FOR THOUGHT

Stripped-out? This really was the whole point of the exercise. A proper diet, with more than eighty kilograms of mass deleted in a variety of clever ways. Most obvious is the lack of bulky electric hood, with its noise-suppressing and insulated lings and glass window, plus electro-hydraulics and hinged cover. In its place is a double-bulge aluminium fairing and a two-piece roof of almost primordial simplicity (much mocked at the time) stretched over a carbon-fibre frame and latched in place by fixings looking like they might have come from a mountaineering tool supply store. All very effective, ditching a meaningful twenty-one kilograms.

Doors are aluminium (instead of steel), saving a further fifteen kilos. The nineteen-inch wheels, complete with skeletal spokes, eradicate a total

Facing page The first and most recent cars in the Porsche Boxster Spyder story

of five kilos of crucial unsprung weight. The fuel tank (smaller by ten litres) accounts for a further seven kilos gone. Lightweight, non-reclinable seats? That's a further twelve kilos dropped. Getting really serious and removing the air-conditioning system dumped a further thirteen kilos, while ditching the radio shed another six, further facilitated by the appointment of a lightweight battery.

Porsche left central locking and electric windows, though, figuring buyers would only be able to take 'slumming it' so far. Equally, few folk would want to bin the air-con and radio, meaning very few 987 Spyders ever left the factory in this configuration. As such, few ever benefitted from losing the full eighty kilograms, but for those that did, 1,275kg was the magic number. Extra power? Weight loss was deemed enough for extra performance. Buyers therefore got 315bhp at 7,200rpm, top speed of 166mph and a conservative quote of 5.1 seconds for the dash to 60mph from a standing start, although most contemporary testing managed the task in late-four-second sprints.

PDK and manual transmissions were available. For lucky me, it was manuals-only at the launch event, which is to say I was treated to one of Porsche's finest ever shifters. There was a limited-slip differential as standard equipment, too. Passive suspension was the order of the day for the launch cars, with Porsche Active Suspension Management (PASM) presented as a cost option for retail.

Ride height was lowered twenty millimetres thanks to stiffer, shorter springs, plus stiffer dampers joined by a slightly wider track.

Below Side-on view shows how sleek the Spyder is, bringing to mind the classic 909 Bergspyder of 1968

Boxster Spyder

Above Trim is typical of the 987 Boxster and Cayman twins, with a few Rennsport style additions

There's not much weight sitting high up in a Boxster of any description, but shedding kilos from the low-slung body, reducing unsprung weight, allied to the lower centre of gravity afforded by the flat-six engine and its mid-mounted position and, well, you have something really quite special, certainly in terms of handling. Contrary to popular belief, there are corners in North America. Porsche mapped out a great test route. The 987 Boxster Spyder excelled, flicking through fast curves and staying nailed to the road in a way a 911 never quite achieves — the Spyder boasts 50:50 weight distribution, with masses concentrated in its centre.

IF YOU ARE IN THE NORFOLK OR EAST ANGLIA REGION, THEN YOU WON'T FIND A BETTER BUNCH TO HANG OUT WITH

Firming up the suspension introduces a bit of shake, rattle and roll, the kind a standard Boxster would normally filter out, but the Spyder gets away with it, just. The suspension itself is so well controlled that unwanted oscillations dissipate immediately.

Besides, there's the joys of the multi-talented, multi-faceted 3.4-litre engine to enjoy, with its direct-injection surge (throughout the rev range), Variocam Plus and variable-resonance inlet manifolding keeping the torque curve plump and powerful. At the time, no Boxster accelerated like this.

All very usable, too. The absolute size-and-power sweet spot of the Porsche product range. Of course, a lot of this is down to the manufacturer's controlling of weight. The precision of action, movements of clutch, gear lever and throttle all meld perfectly, the hydraulic steering linearly consistent, as well as being precise and feelsome through gentle power assistance. The brakes are firm, short in travel and progressive in action.

I could go on, but then as now, in Spyder form, the 987 Boxster went from brilliance to absolute genius.

Nicholas Tomkins agrees, having owned his Spyder since March 2023. It was supplied by Porsche indie, William Francis, and is one of just 250 right-hand drive examples. Only 104 of these, including the example Nicholas owns, are manual. His Porsche history? "A 924 Turbo, back in 1983," he smiles, aware he is displaying enthusiast longevity.

"Oh, and a 911 SC, although not for very long," he adds. "My then girlfriend gave me an ultimatum: it was either her or the car.'"

More recently, he's owned a 997 Carrera 4S, followed by this 987 Boxster Spyder. "The 997 was very much a heart-over-head purchase, while the Spyder was the opposite," he tells us. "I couldn't keep both cars, though. The 911 was very good, solid and dependable, all the things you'd expect from a Porsche, but it didn't excite me

below 100mph. By contrast, the Spyder feels fast at 60mph. The 911 would have got me into trouble, frankly, but I miss certain things about it. Traction, for example, was amazing, but overall, the Spyder is more fun, as well as being more agile. Driving it also feels like more of an occasion."

Like Peter and Stephanie, Nicholas is a member of the Porsche Drivers Norfolk UK collective, established by the ever-ebullient Kerry Walpole, who we have featured in these pages previously. At Little Snoring, too — he generously supplied his 996 GT3, 992 GT3 and 993 Targa for our delight and delectation. If you are in the Norfolk or East Anglia region, then you won't find a better bunch to hang out with.

Any modifications? "A fantastic Carnewal exhaust," Nicholas reveals, referencing the famous independent Porsche parts retailer based in Maarkedal, Belgium, and its GT-style exhaust pipework, available for a variety of P-cars and producing a deeper sound with no additional resonance, droning or triggering of the host car's engine management light. You'll find the company's range of products at *carnewal.com*. "I've also installed a Chinese copy of a Gemballa short shifter, which works really well." And for the future? "Maybe some Cayman R anti-roll bars," he says, aware of our recently published fitting guide. "The brakes are a bit spongy, as I discovered on a track day at Snetterton. To be honest, pushing the Spyder hard presents a bit of a learning curve. I dare say there's probably more to come from the driver, than there is the car."

What does he make of the 987 Spyder's slightly 'Heath Robinson' hood, which has more in common with a Caterham or Lotus Elise? "It's okay. You get used to its workings. It's pretty water-tight, and I have been caught out in the rain." It's been a while since I've seen one in action (the hood, that is) and I'd rather forgotten it comes in two parts with a rear section fitting between the seats and dual humps. The hood itself stretches hammock-like from the windscreen rail, over the humps and hooking over the recessed hoops on the rear deck. Quirky, but as Nicholas attests, you get used to it.

Time to jump a generation. We're

Above 987 Boxster dimensions are perfect for British roads, with the Spyder adding fabulous flourishes

Below Roof is a convoluted affair if you're caught out in the rain

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Above and below The Spyder line of Boxsters has delivered some of Porsche's most engaging sports cars

missing out the 981 in favour of the 718 Boxster Spyder, which brings us pretty much up to date. This example is finished in desirable Crayon. And if the 981 was a more serious Spyder species, then the 718 was and is well and truly smashing through the glass ceiling protecting the 911 for so long and holding the 987 back. In fairness, the process of allowing the Cayman and Boxster twins to spread their wings started with the arrival of the 981 Cayman GT4, but Porsche really went all in with the 718.

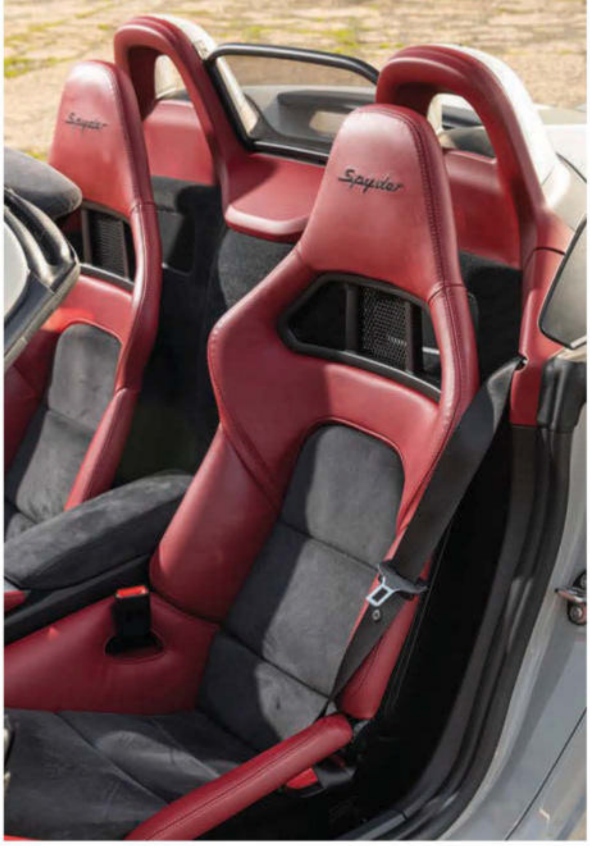
NEXT GENERATION

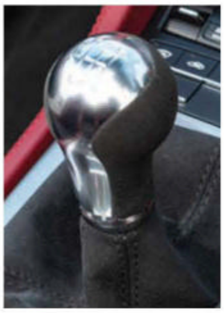
Rather like the 987 Spyder, I found myself in the thick of action with the 718 Spyder, despite it's near COVID launch. The 718 Spyder, of course, is powered by the MA2-based four-litre flat-six unique to this car, the Spyder RS, plus the tin-top GT4 and GT4 RS. It's an engine Porsche can only use sparingly and in 'special' models.

To use it more liberally would be to fall foul of emissions legislation, which is, of course, why most of Porsche's output is now turbocharged, four-cylindered or just plain electric, making the normally aspirated flat-six even more special. This isn't difficult, considering the availability of 414bhp and a revalicious 8,000rpm, plus top speed of nearly 190mph.

Compared to the 987 Spyder (and even the 981 Spyder), the 718 variant is another leap forward in chassis design, receiving the same GT3-inspired underpinnings (suspension, steering and brakes) as the GT4. The light-on-its-Michelins danceability of the 987 is gone — the 718 Spyder weighs in at 1,420kg, some of which is due to the generously sized exhaust system, which has to carry all the GPF gubbins required to meet emissions laws. Still, sheer power clearly overcomes such an impediment.

The 718 is immediately more serious. Typical of a modern Porsche with GT credentials and PASM suspension, body control is absolute and grip from





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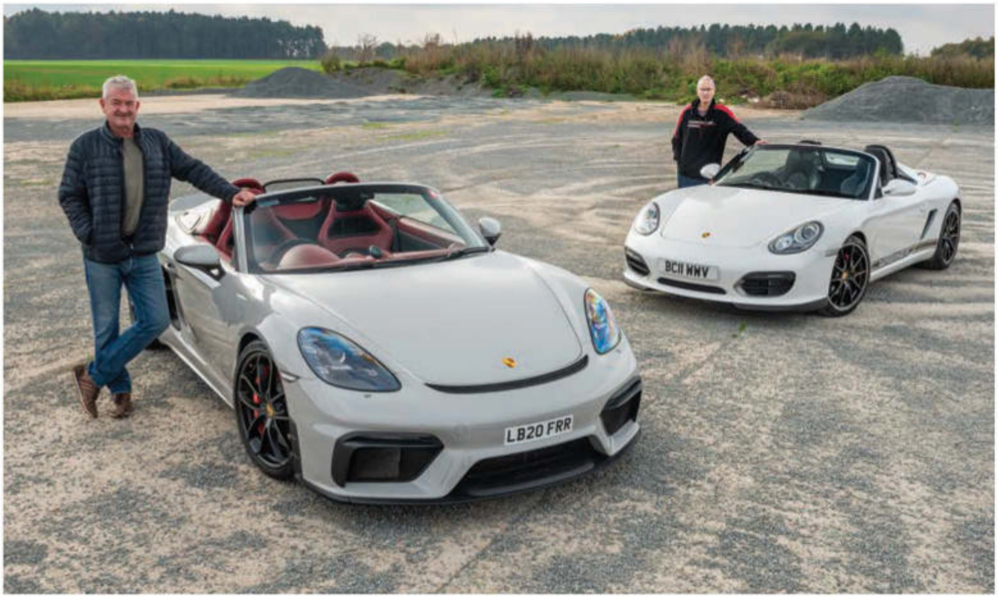
Above 718 interior is leaps and bounds ahead of that of the 987, but not the seismic jump from the 981 many marque enthusiasts were anticipating

the twenty-inch wheel and tyre combo is immense, but the same spring rates as the GT4 means the Spyder is entirely capable of dealing with a B-road. There is precision in everything this car does, but it's not as much fun as the 987 Spyder at sane speeds, and the fact it will hit 85mph in second is a downside of the tall gearing Porsche is forced to fit (making using the full 8,000rpm almost impossible on the road). To a degree, you can overcome this limitation by opting for PDK, but c'mon, this is a *manual* king of a car, so much so Porsche didn't offer PDK on the 981 Spyder. Quite right, too.

REGISTERED IN THE EYE OF THE COVID STORM IN JUNE 2020, THE CAR HAS BEEN IN PETER AND STEPHANIE'S POSSESSION SINCE APRIL 2021

Like the 987 Spyder, the 718 Spyder exhibits Porsche's attention to detail and synchronisation of controls, possibly more so, the result of an extra few years of development. The 718 offers a much stiffer platform, which you feel in the suspension's ability to shrug of the worst of the road. It's testimony to how far Porsche has come, almost thirty years on from discontinuation of its air-cooled cars. The hood? Yes, it's manually operated, but it comes as a whole, rather than in two parts. It's still a bit claustrophobic, but will keep the rain out. In short, it's more permanent than it is campsite.



Peter and Stephanie's 718 is a stunner, and in the evolution of the Boxster Spyder, bookends Nicholas's 987 perfectly. Crayon is particularly 'now' and it complemented perfectly by its stunning red leather interior paired with swathes of suede-like Alcantara. Ketteringham is a solid Norfolk surname, by the way, Ketteringham Hall being the former home of the Lotus Formula One team.

Registered in the eye of the COVID storm in June 2020, the car has been in Peter and Stephanie's possession since April 2021, just in time to take advantage of the lifting of lockdown. The first thing they did was head for Scotland's spectacular North Coast 500. Why a Spyder? "We wanted

718 Spyder
LB20 FRR
CII WWV

Above Not a bad registration number, says Editor, er, Frr

something a bit different," Peter explains. "I had a hankering for a 992 Turbo S, but I can't be parted from this 718." Our small island isn't big enough for a 911 Turbo S. I took one around part of the NC500. The Porsche proved to be little more than a tool for generating frustration.

IF THE 718 SPYDER IS HELD BACK BY ITS STANDARD EXHAUST, PETER HAS QUITE LITERALLY BYPASSED THE ISSUE BY FITTING A FABSPEED SYSTEM

If the 718 Spyder is held back by its standard exhaust, Peter has quite literally bypassed the issue by fitting a full and very fruity Fabspeed system. "I dealt directly with Joe Fabiani, founder of Fabspeed, who sent me videos of the system being manufactured." Anyone familiar with Fabspeed's work will know the quality of this Stateside company's products is more than assured. We've even installed them on *911 & Porsche World* fleet cars, including Editor Furr's 997 Carrera 4S, which makes use of a Fabspeed carbon-fibre intake system and ECU calibration. The system fitted to Peter and Stephanie's 718 comprises exhaust headers, catalysts, GPF delete pipes and switchable valves. Peter has also fitted BMC air filters. The end result sounds awesome. "Clive Atthowe at CAT Automotive in Norwich fitted the exhaust," we're told. "The packaging was a work of art in itself. To be honest, it's a shame the system is hidden, because Fabspeed has created a work of art. Joe even threw in a couple of T-shirts." That's all well and good, but what about the power? "It's more the torque," Peter stresses. "It's incredible. Importantly, we attended Porsche Drivers Norfolk UK trackday event at Snetterton and the Fabspeed system passed the circuit's noise test." Love the 718 Spyder as I do (and I've had some memorable drives in this model over the years), I can't help but travel back in time to my first 987 Spyder drive in California. It's a 'time and place' thing. A very different time and place 2010 was, too. The 987 embodies more of the lightweight ethos of the original Spyder, which also makes driving it more of an event. Far from a cynical marketing exercise, Porsche created something special. ●

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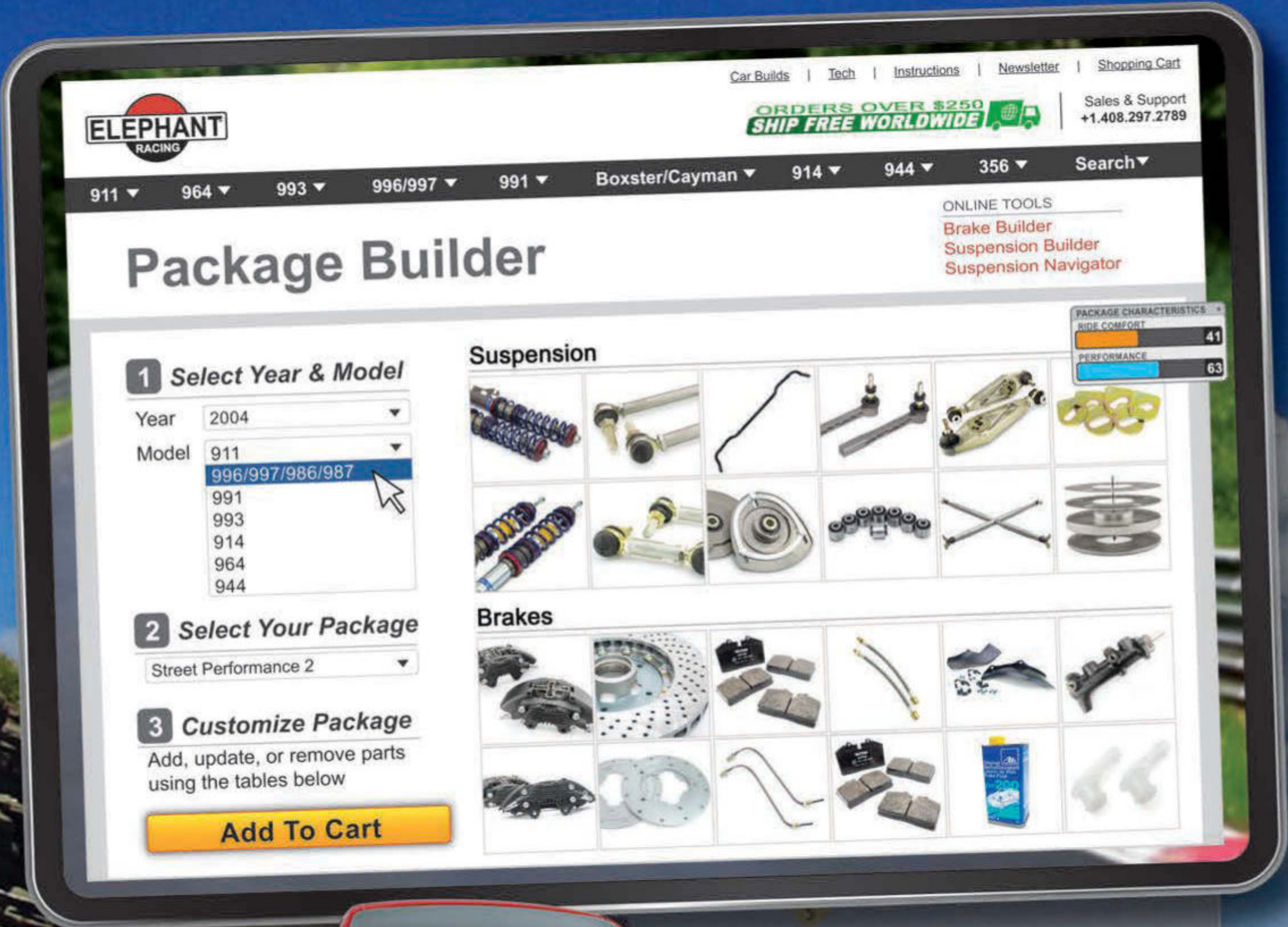
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GREEN PARTY

Why would you build a 911 S/T replica with a sunroof? Because the S/T you want to replicate was the only one built with a sunroof, of course. We meet Manfred Kerker and his personal Porsche passion project...

Words **Steve Bennett** Photography **Ade Brannan**

If it's Wednesday, then it must be Augsburg. Hello, Augsburg! We've been on tour, you see. Specifically, we've spent weeks on the road in snapper Ade Brannan's trusty BMW E34 load lugger, taking the opportunity to gather the very toppermost and poppermost Porsche stories from Germany, Belgium and the Netherlands. Greatest hits? You could say so. In fact, we really should produce a fancy tour t-shirt with all the trip's Porsche gigs displayed on the back.

AAW'S CONDA GREEN 911 S/T WAS A LATE 1970 BUILD AND THEREFORE MADE THE 2.3-LITRE ENGINE CUT

Highlights? There are many. Here's another monster hit for the Porsche retromod chart: Manfred Kerker's homage to Porsche's original S/T. Bask in the car's 1970s glam Conda Green glory. This 911 is a small-but-significant part of Manfred's extensive Porsche collection, which majors mainly on the modern, with GT cars holding a particular *faszinatizion* (as they say in Germany). He drives a Cayenne E-hybrid for daily duties. Today, we prefer the sounds of the seventies, particularly when they're played through twin megaphone pipes and fed by a mechanical fuel injection (MFI) pump, large stacks and fired up by twin plug heads. Heavy metal indeed.

Manfred is a master of heating systems and engineering. His company, Ker Ker, employs seventy-five people. All good things come to those who wait. Well, those who build a successful business. Now in his sixtieth year, Manfred realised his Porsche ambition at thirty-four, when he bought a brand-new 996 Carrera.

His S/T isn't a perfect replica. To attempt to create such a 911 leads to madness and vast expense. And for what? A Porsche you're forever making excuses for. Besides, is it even possible to build a perfect S/T replica, such is the scarcity of some of the parts needed? Manfred's car, then, is more of a tribute, tipping its hat to a specific 911 S/T, one rich with its own history and which rather spoke to Manfred when he saw a magazine article on said green machine many years ago. One of the things to grab his attention? He was learning about the only S/T built with a sunroof, though it's fair to say there's rather more to the car than the hole in its lid, irrespective of how odd such an addition might be for a competition car. We'll come to this shortly.

The 911 S/T? We know a bit about such things, as you would expect. Some lucky so and so actually got to drive one recently. Oh, yes, me! Not that I like to brag, of course. The car is the subject of a soon-to-be-released book, is pretty much priceless and is an astoundingly original example of the breed, with uninterrupted competition history spanning from its very early life through to present day historics, with appearances at the Targa Florio in the 1970s to boot. Of course, S/T predates RS and, with few examples assembled, is a very rare pressing indeed. It's also one with global significance. The original 911 lightweight? Not quite. That particular accolade goes to the 911 R, but the S/T is the more significantly successful competition car and set the template for Porsche's factory and customer 911 output.

The S/T designation is an amalgamation of 911 S and 911 T insofar as it's essentially the engine from the S and the bodyshell from the T. To be fair, this is putting it rather simplistically. The purpose was to build a lightweight competition 911 (for race and rally) to fully exploit the FIA regulations governing Group 4 competition and, in particular, an addendum to those rules introduced in 1970, which was to quite literally change the look of competition 911s forever. In short, the FIA allowed wheel arches to be extended by two inches each side, thereby enabling the fitment of bigger and wider wheels and tyres. The widebody 911 was born. This wasn't all, though. Included in the revised Group 4 regulations were new engine parameters. As a consequence, Porsche's production 2.2-litre (2,195cc) flat-six had its bore increased by one millimetre, resulting in capacity of 2,247cc. This might not sound like much of a hike, but with compression ratio of 10.3:1, power was boosted from 180bhp at 7,200rpm to a whopping 240bhp at 7,800rpm. A twin-plug ignition system was also homologated.

SIZE MATTERS

In March 1971, the flat-six was increased in capacity yet again, this time to 2.3 litres (2,381cc) thanks to larger 87.5mm pistons and cylinders. Power jumped by a further ten ponies, to 250bhp at 7,800rpm. According to Porsche, this output could be produced with either MFI or carburettors, depending on regulation and homologation requirements. Bigger and better didn't stop there. By 1972,

Facing page
In recent years, as awareness of Porsche's motorsport back catalogue has risen, RS replicas and tributes have made way for S/T builds

Above Manfred's S/T lookalike is based on a Carrera 3.2 chassis

the S/T boasted 2.5 litres (2,464cc). Bolstered by Bosch MFI, this potent 911 was good for 280bhp at a screamtastic 8,000rpm.

Back to the body. Porsche plucked 911 T shells from the production line and set to work, using thinner gauge steel for the roof and floorpan, aluminium for the bonnet, fibreglass for the front wings and the same composite material for the bumpers, resulting in homologated weight of just 840kg, which is lighter than a contemporary Formula One car.

Numbers? A bit like nailing jelly to the wall, that one. It's thought there were less than twenty factory-built S/Ts, but between forty and fifty examples can be accounted for in total, including S/Ts built through acquisition of component upgrade kits for privateer teams. The S/T was, though, the ultimate all-rounder, happy on the track, at home on the rally special stage and a brilliant performer at European hillclimb events. Often, teams would use a single S/T for all three disciplines. It should be noted, while this flavour 911 was rarely a candidate for overall honours on track, it shone particularly brightly as a rally weapon, with Monte Carlo Rally victories in both 1970 and 1971 courtesy of Björn Waldegård and Lars Helmer in works-entered cars. A 1972 hat trick was quashed when Waldegård crashed out and his teammate, Gerard Larrousse, could 'only' manage second, some ten minutes behind Sandro Munari in a diminutive Lancia Fulvia, its front wheel-drive layout better suited to the snowy conditions.

Back to Manfred's S/T homage. There's a Finnish connection to be chronicled, because the famous Conda Green 911 S/T (you know, the one with

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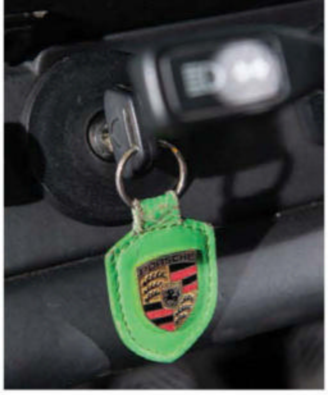
the sunroof) was ordered and built in 1970 as one of a pair of factory S/Ts for Finnish race and rally team AAW, founded by Finnish billionaire industrialist and part-time racing driver, Antii Aarnio-Wihuri, whose family interests included importing Porsches and Volkswagens into Finland. Now at a ripe old eighty-five years of age, he's still active in motorsport and part-funded the early career of his fellow flying Finn, Valtteri Bottas.

GREEN WIDE MONSTER

To drill into the numbers, AAW's Conda Green 911 S/T was a late 1970 build (911 030 1014) and therefore made the 2.3-litre engine cut. Clearly intended as a road racer in every sense of the meaning, it was specified not only with an electric sunroof, but leather Recaros, tinted windows and even a radio and speakers. Bizarre, but then perhaps Mr Wihuri liked to listen to a spot of light music to temper the ol' adrenaline? Likely a consequence of its more road-biased configuration, the competition career of the 'sunroof S/T' (as it has become widely known) amounts to just one outing, as far as records suggest. This was the 1970 1,000km of Nürburgring. Antii was at the wheel, ably assisted by... well, we can't be sure. You see, our rudimentary sleuthing brings up no entry or evidence for 911 030 1014 in this race. An AAW-entered S/T for Dieter Frohlich and Paoli Toivenen finished first in class and fourteenth overall, though. We suspect confusion has crept in. Does it matter? To some in the rarefied world of the S/T, then yes, it does. In this environment, provenance and willy waggling is all, but having spent some considerable time going down this particular rabbit hole, I'm keen to stress to Manfred he should be glad it's not something he has to worry about. This is the beauty of the evocation: it merely has to evoke.

It should be said, however, 911 030 1014's sister S/T (911 030 1128) was the designated competition car of the two. It survives to the present day and was featured in our sister title, *Classic Porsche*, back in 2020. This car raced in the 1971 1,000km of Nürburgring

Above Sunroof is clear to see in this top-down image of man and machine



RECARO
Sabelt

PORSCHE
911 50

Above Interior has been lovingly vandalised by Walter Röhrl, a fellow member of the Augsburg club Manfred hangs with

with Leo Kinnunen and Waldegård finishing third in class. Arguably more significantly, Antii won the 1971 Arctic Rally with it, a feat rather highlighting the 'dual purpose' appeal and versatility built into the S/T.

What of the whereabouts of the sunroof S/T today? It's all very secret-secret, although we can confirm the car came up for auction at Pebble Beach back in 2013, but it failed to sell.

MANFRED'S S/T HOMAGE HAS BEEN BLESSED BY THE HAND OF WALTER RÖHRL AND CHRISTIAN GEISDORKER, A FORMIDABLE PARTNERSHIP

To the present and Manfred's machine. The starting point? A 911 with a sunroof, of course. A 1987 Carrera 3.2 with G50 gearbox, to be precise. Manfred doesn't need the S/T experience to include the moody old Type 915 shifter. "Finding the right donor car took close to three years," he recalls, "but with the help of my friend, Wolfgang, I found a basic Carrera 3.2 in 2011 and then began the process of restoration. Wolfgang owns a workshop, enabling us to strip the car to a shell. We used as many genuine Porsche panels as we could in recreating the S/T look before paint. Some of it was straightforward. The long bonnet and slam panel, for example, are widely available, but other components are not so easy to obtain. Also, the wheel arches were exclusive to the S/T and therefore had to be custom-fabricated from steel." The front and rear aprons are fibreglass and the colour, as we've mentioned, is Conda Green (paint code 26261).

This 911 totally looks the part, sitting as it does, on genuine fifteen-inch Minilites at the rear and nearly-as-fat Fuchs fifteens at the front, each wrapped in period-correct Michelin TB15 rubber. The quad bonnet-and-wing-mounted Cibie spots also look fantastic. The engine is a proper mash-up of the old and er, well, not quite so old. "We took the 3.2-litre flat-six to the famous engine builder, Herwig Roitmayer, in Munich, and also handed him the G50 gearbox." Roitmayer retained the 3.2's casings and capacity, but in S/T style, he machined the cylinder heads to accept another row of spark plugs and fitted the requisite twin-spark ignition system. Again, in keeping with the S/T vibe, he also went for injection stacks and a Bosch MFI injection pump. In period, the S/T never went beyond 2.5 litres and 280bhp, but this 3.2 produces 300bhp and, thanks to its capacity, is rather more road-friendly.

There's nothing wrong with the stock Carrera 3.2 chassis, but between Manfred and Wolfgang, it has been fully rebuilt, re-bushed and kitted-out with Bilstein's exemplary Nürburgring-tested dampers, not that Manfred uses his S/T replica for track work, just "Sunday drives," as he puts it. With the large, canted-over Stack rev counter and

Above With an original 993 GT2 now likely to set you back in the region of two million quid, the 9m team's offering represents excellent value for money

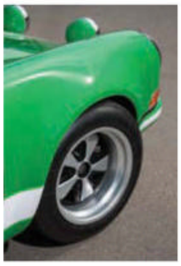
electric cut-off switch, not to mention the custom-built roll cage, however, we can't help but speculate on the possibility of this 911 seeing track action at some point in the near future.

Likewise, those leather-trimmed Recaro buckets and four-point Sabelt harnesses hint at what's to come, even though Manfred claims he's happy to use his modern GT Porsches (of the 997 and 992 variety) at race circuits, where he attends with his son and the local Porsche Club Augsburg crew. He's also a member of a club named Born in Flacht, referencing the town Porsche's GT cars are built. In recent years, he's driven up to twenty circuit days across a single season, all over Europe.

STAR POWER

Speaking of the car's interior, you'll note Manfred's S/T homage has been blessed by the hand of Walter Röhrl and Christian Geisdorker, a formidable partnership in the heyday of the World Rally Championship. The dynamic duo have autographed the car's glove compartment. Ever the Porsche enthusiast, Röhrl's interest in Manfred's build is, in some ways, very personal. "Walter and I speak regularly and often talk about the work invested in my S/T project, not least because he's building his own S/T replica based on an F-series 911. It's destined to be finished in dark green paint with silver stripes." Röhrl owned a genuine S/T a few years back, but he auctioned the car in 2014, before the S/T market went skyward. Perhaps he's regretting his decision? We'd better track down his replica next time we're in town. It's bound to be a hit.

In the here and now, Manfred's replica has certainly hit the spot, both his and ours. It's testimony to Porsche's greatest hits back catalogue, that in between the more in-yer-face chart toppers, there is always a niche to explore, a different take or a subtle remix. A sunroof-equipped S/T? Inspiration. Given Manfred *really* wanted a sunroof, does his car live up to its promise? "Oh, yes," he beams. "You can really hear the engine with the roof open, which makes an old 911 far more usable in the summer." And with that, he's off up the road, the unique sound of an MFI-equipped twin-plug 3.2-litre flat-six roaring in his wake. Thank you, Augsburg, and goodnight. ●



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C Roof frame, at A-post, inner, front, 2 pieces

Left: Dansk no. 590931-3 // JP no. 1682002870
Right: Dansk no. 590931-4 // JP no. 1682002880
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D Roof frame, longitudinal, inner, front, 3 pieces

Left: Dansk no. 590931-5 // JP no. 1682002970
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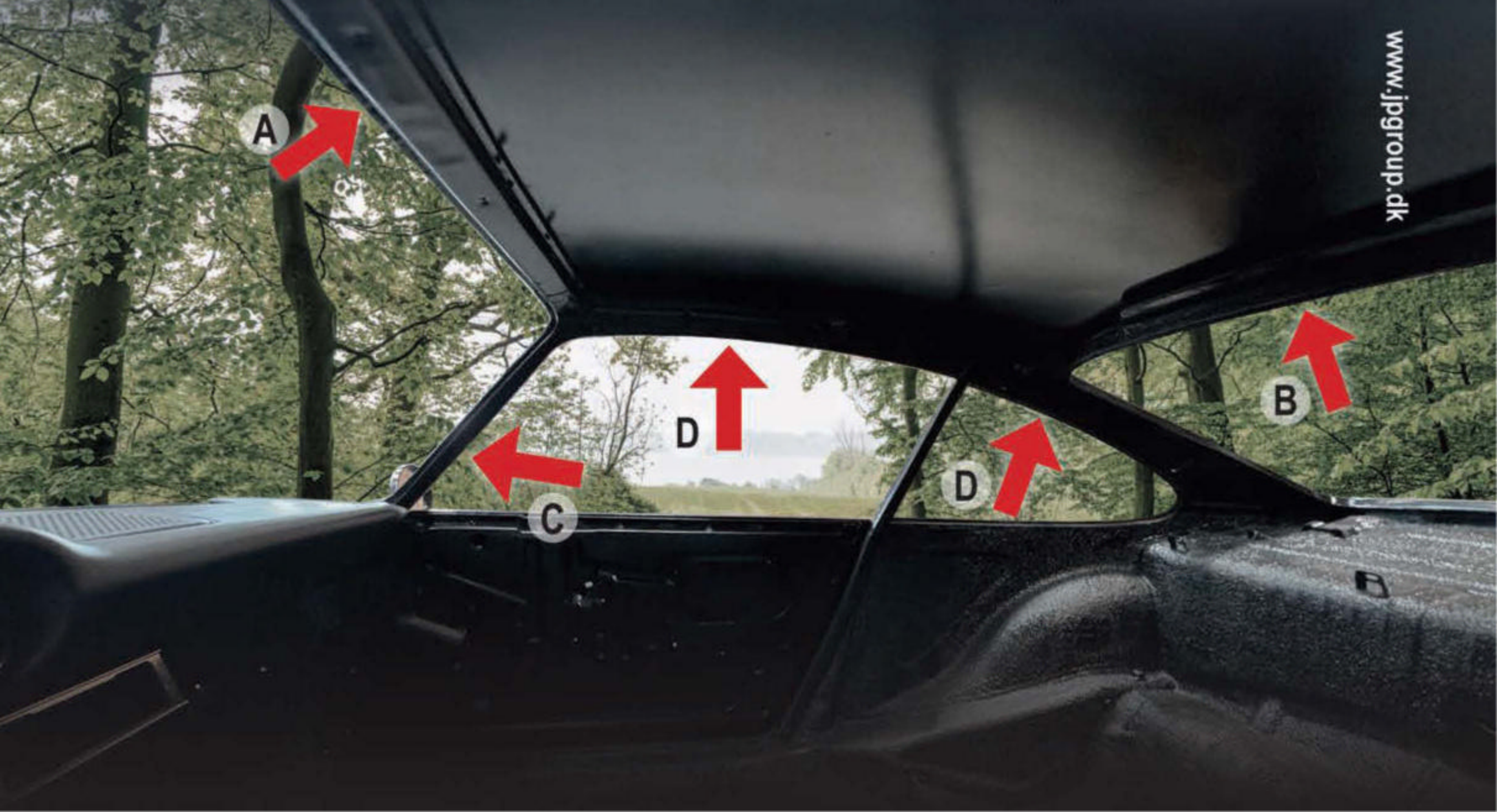
Porsche 911 coupé, 2.7-3.0, '73-'77



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GENERATION GAME

Four decades separate these two Porsches — the 1953 356 Pre-A represents the first of the air-cooled line-up, while the 1995 993 Carrera RS is the culmination. We turn back the years in the lee of Donington racetrack...

Words **Johnny Tipler** Photography **Dan Sherwood**

PORSCHE
343 XUP

Above Though fiendishly difficult and expensive to restore, the 356 Pre-A's body is firm proof Porsche design language was right first time, developing the Beetle shape for a new, exciting era of sports car manufacturing

Without air-cooled engines, the Porsche line-up would look and feel very different. Sure, Porsche had a water-cooled, front-engined line-up from the 1970s and eventually got around to water-cooled flat-sixes and flat-fours in the mid-1990s, but air-cooled cars represent the very spirit of Porsche. With this in mind, we decided to bring together fantastic examples of the 356 and 993 in an effort to showcase the brand's air-cooled legacy. Aficionado, Richard Allen, was happy to oblige us with the two fabulous specimens you see on the pages before you. I went to see him in Melbourne (the village after which the eponymous corner on Donington Park race circuit is named), where he stores some of his car collection at a free-range chicken farm. No poultry excuses or fowl play. Ahem.

When bookends meet. What we have here is a very early example of the air-cooled fraternity, and also one of the very last. The elephant in the room is the vast array of roadgoing 356, 911, 912 and 914s which existed in the meantime, and this is without getting side-tracked by sports-racing prototype exotica. These two feature cars are counterpoints, highlighting the inexorable progression from 55bhp to 300bhp and, in this case, from 1,500cc to 3,800cc. What unites them is the quality and finish of the engineering, from bodywork to mechanicals, which is as good as it gets on each of their contemporary stages.

In its day, the 356 was a quick car, fabulous looking and a successful racer, even though hamstrung in cornering by its rear swing-axle — the moment the wheel stands up vertically, you feel it, immediately knowing you don't want to go much further. "In 1953, this was the car to cross continents," Richard remarks. "You could drive anywhere in it. There would have been relatively very little traffic, meaning you could have a good go on a bendy road."

In Porsche numerology, the retrospectively designated Pre-A obviously precedes the A, B and C-series 356 model lines. The 1,096cc 356 came out in 1949, its box-section pressed-steel bodyshells built by Reutter Karosserie (as in this case) and supplied at the rate of nine a month. By 1952, the original split-screen 356 was now endowed with a bent screen, a one-piece glass pane bent in the middle and accommodated accordingly in the car's roofline. Drum brake diameter was increased to 280mm, a fully synchromesh four-speed gearbox was installed and the Porsche emblem we know today was created. Our subject car was made in 1953, the same year the 550 Spyder was class-winner in La Carrera Panamericana, a victory leading Porsche to annexe the Carrera nomenclature for its sports models.

This 356 Pre-A is Azure Blue, with grey corduroy upholstery — a perfect colour combination. The cord cloth is so sumptuous you want to wear it, or at least get strides made in the same material. Richard bought the car as a project from Bedfordshire-based independent Porsche sales and restoration specialist, Export 56, back in 2013. He tells us getting the car to where it is today was something of a labour of love. "It wasn't quite completely in bits," he recalls. "The body was nearly as it is and the back seats

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PS98-009	PORSCHE 930 TURBO 3.4L 7.5:1 (3.3-3.4)
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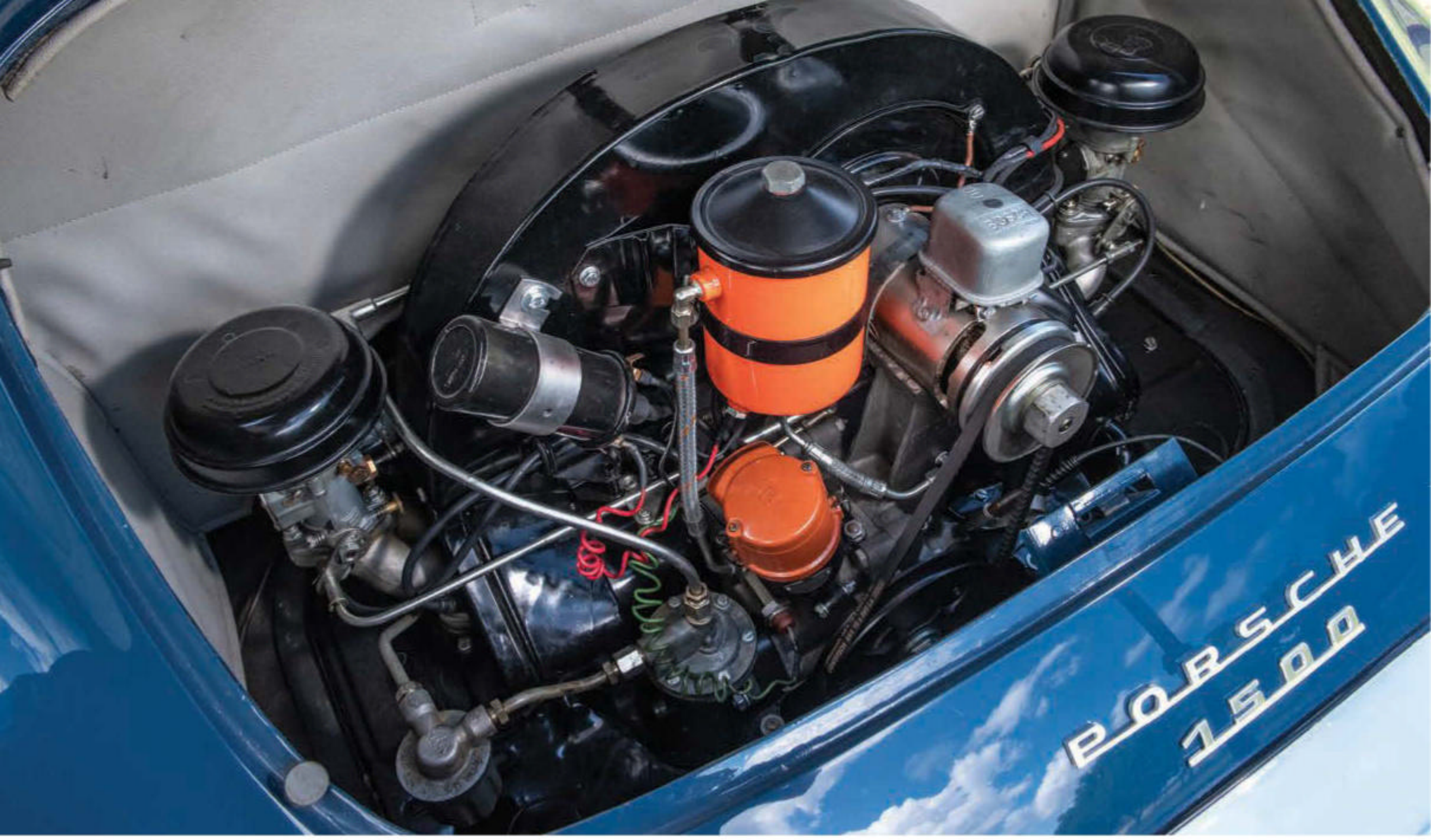

Above Rebuilt flat-four is only twenty serial numbers away from the boxer originally powering the car

were in, but there was no engine, no gearbox and the suspension needed rebuilding. The front clip had issues, but at the end of the day, this is a 1953 Pre-A, which was what I wanted. Paint and bodywork repairs to sort out the front end were carried out by Norfolk Premier Coachworks a few years ago."

He's got a thing about rarity. This Pre-A is definitely that — only 1,997 examples were built in 1953, although across five years, Pre-A production totalled 9,146 units. "My very first car was a Beetle," Richard continues. "If you lift up this car's lid, the crankcase, gearbox and steering equipment is all Volkswagen. The Pre-A is very different from the 356 A, though, as hinted at by the headlights being set lower than they are in the later model." Indeed, the car Richard describes as "the best jelly mould you'll ever see" is very sophisticated when you start noticing the little details. The Pre-A wears a single grille in the engine lid, for example, while the later 356 A features double grilles to augment cooling.

The aluminium doors shut with a satisfying clunk, while the rear three-quarter windows are hinged on the B-posts. "There's nothing on this car, engineering-wise, not of the period. It doesn't have the original engine, but the unit now powering the car is only twenty serial numbers along." The flat-four he inherited with this Pre-A was supplied in boxes. "Prill Porsche Classics subsequently pieced it all together and I now keep it in storage as a spare. I then bought another engine, which was also originally fitted to a 1953 Pre-A. Remarkably, this powerplant is also about twenty serial numbers away from the original. The bottom half of this particular boxer was assembled by a guy in America, while the rest of it was built by Robert Gant at Gantspeed. It has since covered near two thousand miles."

Two experts of the model were involved, then, but why did Richard swap one rebuilt 1953 engine for another? "Although the car's bodywork didn't take very long to do, the engine work was horrific — when the cases were put together, the walls for the crank were five thou' oval. Andy Prill's machinist got ill, and while we waited for him to recover before remedial work could begin, I found the completed bottom-half online and bought that. The seller turned out to be the president of the Karmann Ghia Club of America, but he also built blueprinted Porsche engines. I'd got most of the other required components in storage, which is why

KAROSSERIE
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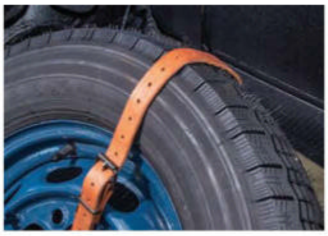

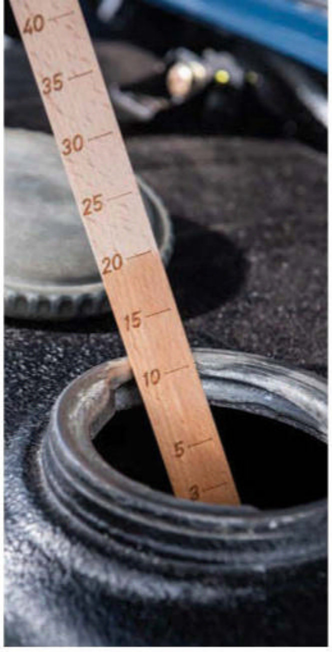

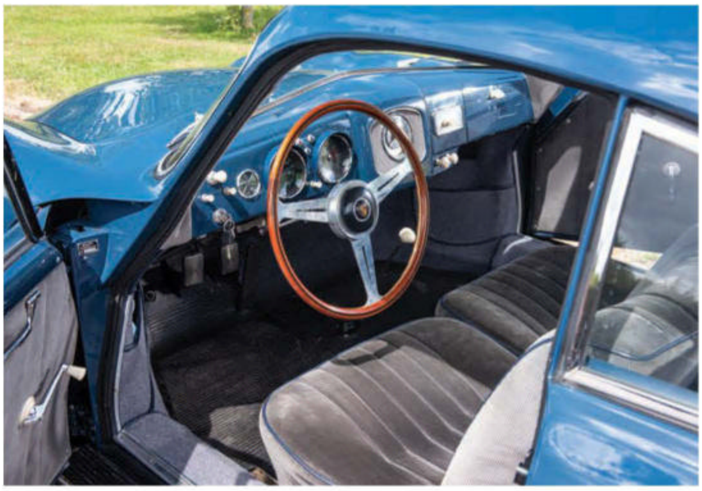

Above Interior is basic, but surprisingly comfortable, even by modern standards, and includes all you need to get out and drive, save for a fuel gauge

I commissioned Gantspeed to build a complete engine out of all these different parts. It took two months." Thus, Richard has a spare 1953 engine, plus two 1953 gearboxes.

This blue beauty hasn't subsequently sat idly in his garage. "I've driven the car to Goodwood, Scotland, to the Norfolk coast, plus regular runs round and about. It'll do 70mph on a motorway, faster than lorries, which is probably the most important thing. The seats are dead flat, making this a comfortable Porsche, although the passenger must hang on around corners, else they'll slide off the seat."

ONLY 1,997 EXAMPLES WERE BUILT IN 1953, THOUGH ACROSS FIVE YEARS, PRE-A PRODUCTION TOTALLED 9,146 UNITS

1953 Pre-A production is known as 'the year of the corduroy,' referencing the aforementioned inviting upholstery material peculiar to 356s made that year, prior to which, and afterwards, predominantly vinyl or leather was used. Richard's car's seats, side panels, door panels and ceiling have been reupholstered in the gorgeous original grey cord, having previously faded to brown in sunlight.

All 356s have the last two digits of their chassis number stamped on every panel, enabling you to gauge originality. Lift the bonnet, for instance, and on the hinge on the left we see number 99, also visible in the rear grille and on all the doors — this Pre-A's chassis number is 51299. Richard assesses his car's metal is at least ninety percent original. "The floor is factory, as is most of the inner wing material, although the previously mentioned front-end damage commanded corrective work."

I contemplate the cabin appointments. The translucent Perspex sun visors are exquisite in their 1950s quirkiness. The large-diameter steering wheel is a Moto-Lita, an early sport option, which rests on the driver's thighs. There are no seat belts, no washers, no fuel gauge. Regarding the latter, Richard makes use of a piece of steel about a foot long. He sticks in the petrol tank and it tells him how much petrol is remaining.

Extraordinarily enough, there's a cigar lighter to go with the much-polished ashtray. Cabin heating issues from little vents in the inner sills. It's always on, so pull the lever back to warm up, close it to stay cool. Behind my left shoulder, in the rear compartment, is the engine lid release knob. The way the back seat works is ergonomically satisfying, folding up into a luggage platform. The instrument binnacle includes ignition, handbrake and oil pressure lights, with oil gauge and oil temperature gauge in Centigrade on one side and Fahrenheit on the other. This is probably because the USA, a key market for Porsche, measures temperature in Fahrenheit (21°C equates to just shy of 70°F). There are no external mirrors and

no radio. Where you'd expect the latter to be is an eight-day clock.

As well as the clock winder, there's a reserve fuel tap located way under the scuttle. It's too remote to be switched on safely by the driver whilst in motion due to being an arm's length away. There are three positions: down for on, left to replenish, right for off. "You have to remember which is which, of course, because there's a mechanical pump at play," Richard explains. "If you suck all the fuel out, it takes ages to pull fresh fuel back through. You also need a decent battery because this car makes use of a six-volt system."

Each 356 Pre-A was assembled with a full synchromesh gearbox, which was very unusual for the period. It's a great unit to operate, like playing with a wand as it slots into place. Going for third in this left-hooker, you're on the verge of interfering with your passenger but, more pertinently, you can shift into first when you're in motion, proving useful when coming up to a junction.

The sleekness and purity of the Pre-A lines are among the most beautiful of all small coupés. There are subtleties in play, such as the triple curvature of the front panel, hidden, alas, behind the bumper. "Porsche had an understanding of airflow and aerodynamics from the off," comments Richard. "Putting the engine at the back, for instance, means you can lower the front of the car. Wind resistance is therefore quite low in a 356, and, of course, with the engine in the back, you've always got superior traction. I've yet to drive this car in snow, but I would imagine it would be brilliant, what with its skinny tyres and weight over the back end. Such a huge depth of tyre-wall means the car delivers a wonderfully comfortable ride." Even so, when manoeuvring during our photo shoot, I notice when on full lock and going over a bump, the front tyres will catch the underneath of the wheel arch, accounting for the relatively large space between rubber and wing.

THE LARGE-DIAMETER STEERING WHEEL IS A MOTO-LITA, AN EARLY SPORT OPTION, WHICH RESTS ON THE DRIVER'S THIGHS

The turning circle is quite vast, necessitating a three-point turn, where a modern car would manage the same in a single movement. Incidentally, this 356 Pre-A runs steel wheels with domed hub caps, which are known as Baby Moons. The tyres were sourced from famed retailer of classic-specification black circles, Longstone Tyres, and carry the 175/80 R16 profile, which is another Pre-A idiosyncrasy — sixteen-inch diameter wheels were succeeded by fifteens.

To start the car, I give it three pumps on the accelerator, turn the key and it fires up. Catch it on the throttle and, in a few minutes, it's warmed up. The handbrake lever below the steering column is thumb-shaped. In general, the Pre-A is analogue in its controls and instrumentation. Everything has to be carried out precisely, at measured pace. The car reacts slowly, and yet it's more involving. It brakes in a straight line, but the pedal demands firm pressure to anchor up. It's quite a physical car to drive, even though the steering action is comparatively light. Fingertips fondling the broad-diameter wheel — there's no play in the steering. At first, the ratios are quite difficult to find, but when I discover where they live, the long lever slots in just fine. The engine likes to rev, and between 4,000- and 6,000rpm the flat-four is really going for it, complete

Above Despite being built more than four decades apart from one another, the evolution of Porsche design from 356 to 993 is clear to see

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with its staccato durrrrr. At the top end, this thing it sounds very healthy. Conversely, it feels torquey at low revs.

STRAIGHT TALKING

The steering is fingertip-light, allowing precise turn-in, inspiring a reasonable level of confidence on the twisty bits. My rate of progress along the Derbyshire A-road is totally commensurate with the state of the asphalt and, more to the point, the speed of most other modern traffic. Come to a hill, and it's a gear change or two, though. Over the top and we're soon cruising at 60mph. I note this air-cooled gem isn't deviating from the straight-ahead. Tracking is true and, all the while, Richard and I are engaged in conversation. I get the point of this Porsche — it's stunning to look at, gorgeous to sit in, deeply involving to drive. Now take me to Monte-Carlo!

Moving on, then. Forty-two years to be precise. In human terms, a whole generation. Built in 1995, Richard's 3.8-litre 993 Carrera RS is Midnight Blue. It's one of just 1,014 units. Of these, there were 213 Club Sport derivatives with half-roll-cage installed. To recap, the 993 was a visual revolution in the canon of 911 aesthetics, and that makes it even more apposite in our review. Porsche's in-house stylists, Richard Soderberg and Tony Hatter, re-vamped the body to the extent only the roof was carried over from the 964. The trademark 911 upright headlamps made way for reclined poly-ellipsoid units, which enabled lower-set, broader and more rotund front wings. Between them, the bonnet was set slightly higher at the front to provide marginally greater load space, merging with the correspondingly bulbous front bumper. The regular 993's 3.6-litre flat-six developed 272bhp, rising to 285bhp in its final VarioRam form.

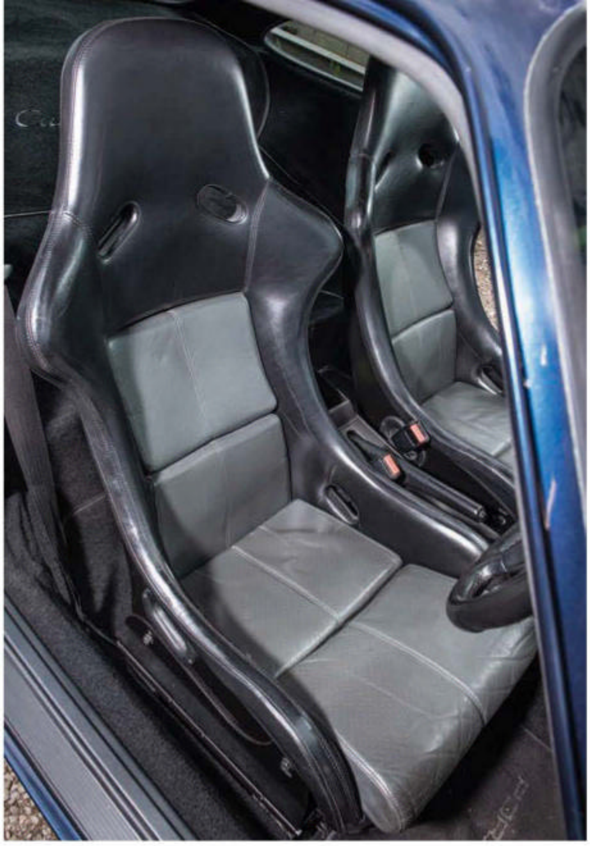
The game-plan was raised a notch in February 1995, with the appearance of the Carrera RS, its 3.8-litre engine, complete with VarioRam inlet ducting, pushing out 300bhp. VarioRam varies the length of the intake manifold, depending on the engine speed, which gives it more torque low down and develops more power higher up.

Unencumbered by a cage, the RS cabin environment is not as austere as the RSR and is immediately likeable. It is an entirely black interior, with Recaro sports-bucket seats, RS steering-wheel and gauges, as week as the Carrera RS legend embroidered into the rear carpeting of the cabin. I'm fascinated by the 993's closely paired windscreen wipers and their joint sweeping actions across the glass.

There's a minimal 1.2-litre capacity in the RS washer bottle (instead of the 993 Carrera's 6.5-litres), so no excess squirting, please. No central locking nor headlamp washers, either, somewhat matching the Pre-A's austerity. The RS doesn't feature electric mirror adjusters, although it does come with

Above Richard used his 993 RS — one of only a handful of right-hand drive examples built — as his daily driver until a fellow enthusiast informed him of the car's value, after which it joined his 356 as a 'weekender'

Below Rennsport was bought from London-based sports car dealer, Hendon Way Motors



Above RS cabin is a stripped back affair and features firm Recaro buckets to hold occupants in place when the car is thrown into bends

Below Near 300bhp is produced by the 3.8-litre air-cooled flat-six at the rear of the Rennsport

electric windows. Under the front lid, the suspension turrets of the RS are different to the normal 993 — the Rennsport makes use of adjustable top plates and completely different struts. The RS also includes cross-drilled ventilated disc-brakes (shared with the 993 Turbo), an aluminium front lid, fixed bi-plane rear wing and an elaborate front splitter. As befits an RS, there is very little underseal, though the body is galvanised, of course. Richard keeps his eye on his pedal's metal to make sure its underside isn't getting pebble-dashed. On this note, his is a completely original RS and has been in his possession since early 1999. "It was my daily driver for ten years, my runaround car. A week after I bought this 993, my wife and I travelled in it to the south of France. When we came back, she made me fit an original electrically adjustable 993 'comfort' seat in place of the original Recaro passenger bucket. She was much happier thereafter."

The Recaro has since been reinstated. "This isn't my daily driver anymore. Long story short, I went to a Porsche meet in 2015 and someone told me how much the car is worth. I had no idea! My wife now considers this 911 our pension fund." I note Robert Gant is associated with this air-cooled classic, too. "The engine went to Gantspeed for an engine-out refresh and a new clutch. Otherwise, the car has primarily been looked after by Porsche Centre Nottingham. Touch wood, this 993 hasn't given me a moment's trouble." Under the front lid, everything is perfectly original, including the strut brace. Richard even keeps the compressor and tyre-changing equipment up to scratch. "The spare tyre has still got the pips on it," he smiles, knowingly.

THERE'S A SHORT-SHIFT SIX-SPEED GEARBOX AND THIS IS THE FIRST SPORTING 911 TO CARRY VARIORAM

Only forty-six 993 Carrera RSs were configured in right-hand drive, making this an especially rare beast. The RS was a homologation model, ostensibly created as a base for racing purposes — thence the RSR — with lightweight forged pistons, alloy wheels, aluminium bonnet with single prop, thinner glass, RS door cards, lightweight door pulls and Bilstein sports dampers. The arms, adjustable anti-roll bars and the strut-brace are also RS bounty and the body is unique: the amount of flare to the wings and wheel arches is fuller, front and rear. There's also a short-shift six-speed gearbox and this is the first sporting 911 to carry the clever VarioRam intake manifold.

The 3.8-litre flat-six is really responsive. It's fun to flex my big toe on the throttle pedal, but the RS is far from temperamental, happy to drive along at 1,000rpm before revving around to 7,000rpm. This 911 is very direct in its feedback — if there's a matchstick on the road, you can bet we'll find it. The driver knows exactly what's going on underneath the tyres.

Press down on each corner and there

is no give whatsoever. It's clear the suspension is rock solid. "Although the Recaros hold you in place, the squab is about an inch thick, meaning you feel the suspension through your backside," Richard confirms. "And, if you want to get a bit enthusiastic on the twisty bits, be careful, because there's close to 300bhp going down to the back end. Having said this, you put your boot in, get the steering over and done with and sit the car on its back-end until you feel it letting go. Feather the throttle, and around it goes. In the car's early days, when I was using it as my daily driver, I would regularly stretch its legs at Donington Park."

Richard bought his RS from famed sports car dealer, Hendon Way Motors (based in north-west London), following time he spent in charge of a 911 2.7 Targa in the 1980s. "The 993 Carrera RS is the nearest thing I could get to a road-legal race car. I paid £56,000 for it in 1999. I shudder to think what it could be worth today." How about £300,000?

Even when compared with the regular 993, the RS is beautifully curvaceous, especially when you note the broad haunches of the rear wheel arches. "This particular RS wears the race model's rear wing. The standard set-up was a single spoiler. My car also has the combination winged front air-dam splitter. The standard original part was smaller, whereas this one's from the RSR, which was essentially this model with a roll cage, harnesses and single-mass flywheel. I've recently wondered if an RSR splitter is a step too far for a road car, though. I might have the less ostentatious version fitted." The wheels are Speedline three-piece split-rims with centres colour-coded to the body. These stunning eighteen-inchers are wrapped in Pirelli P-Zero tyres (265/35ZR at the back, 225/40ZR at the front).

ALTHOUGH HARDER-EDGED THAN A STANDARD 993, THE RS IS STRAIGHTFORWARD TO CONTROL

As well as being extremely attractive, this is a very taut car, with more than adequate A-road performance. It accelerates beautifully smoothly, holds the road perfectly and the ride is good. Although clearly harder-edged than a standard 993, the RS is straightforward to control on these Derbyshire country roads. The ride is firm, as you'd expect, and I'm constantly at the ready to apply correction. Brakes are well balanced and effective. Throttle response is sudden, zinging around the rev-counter, emitting a harsh engine note while dishing up instantaneous acceleration, with apparently vast reserves of power available when accelerating hard in third at, say, 5,000rpm. On the other hand, the RS is easily steerable in a turning-around-in-the-yard situation. The ultimate air-cooled 911?

We're lucky enough to be playing with two very different generations of air-cooled Porsche, but so disparate are these two cars, are there any conclusions we can draw? It's like hanging out with your grandmother and your granddaughter at the same time — very different, though there are identifiable family traits: the quality of engineering, the beauty of line, but most of all, the manifestation of Porsche's aspiration and its fulfilment. In the first instance, Porsche sought to create a fast, attractive sports car, which the company clearly achieved, setting the precedent for the inter-generation 911 series of the 1960s, 1970s and 1980s, culminating in the exquisite late-model 993 Carrera RS in the 1990s. It's quite an achievement. I dare say everyone wants that of their grandchildren. ●

Above To own one of these cars is something to be pleased about, but Richard has the good fortune of being in possession of both beautiful blue Porsches, each representing a different stage in the evolution of the manufacturer's air-cooled sports car production history

1980
PORSCHE
930 TURBO 3.3
TRIPLE CONCOURS
WINNER
39,000 MI

1983
PORSCHE
911 TARGA SC
LEFT HAND DRIVE
SILVER
72,000 MI

1970
PORSCHE
911 T TARGA
FULLY RESTORED
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FOR DETAILS

FUNCTION AND FORM

Offering performance and aesthetic upgrades, Lichtenfels-based tuning firm, Friedrich Performance Manufaktur, offers a wealth of cutting-edge products to help realise your interpretation of Porsche perfection...

Words **Dan Sherwood** Photography **Adrian Brannan**

Regarded as one of the world's foremost exponents of sports and performance cars, Porsche has a reputation for unparalleled engineering and high-quality manufacturing. These qualities are embedded in all products bearing the Porsche crest, from the brand's entry-level offerings, all the way to its halo models, where ultimate performance is paramount. With this in mind, you'd think most Porsche owners would be more than happy with their car in the specification its maker deemed sufficient. For some, however, even this exalted realm of performance and style doesn't quite cut the mustard — for these owners, how their Porsche rolled off the production line is viewed as an elevated starting point from which to create an expression of automotive nirvana. Of course, how this is accomplished is no easy task, and is often best left to specialist tuning companies with the requisite expert knowledge and equipment to not just change, but positively improve on what Porsche offers as standard. Enter German tuning house, Friedrich Performance Manufaktur.

Located in Lichtenfels, a Bavarian town known for its tradition of basket making, Friedrich Performance Manufaktur is an enterprise far removed from the town's historic roots, It is, instead, a business dedicated to taking Porsche's most extreme road models to a further level of style and performance. Founded in 2019, the company is a subsidiary of the wider Friedrich Motorsport Group, an entity established in 1992 by automotive engineer and motorsport enthusiast, Dirk Friedrich. Back then, he was just twenty-five years old, operating his upstart venture from a small workshop on the outskirts of Lichtenfels.

Dirk's passion for high-performance motoring began in his youth. His love of speed and style led him to develop a company providing superior performance solutions for automotive enthusiasts looking to enhance their driving experience. At first, operations were concentrated on engine modifications, repairs and machining, as well as complete vehicle and exhaust system rebuilds complementing a host of tuning accessories. Drawing from his background in mechanical engineering and a deep understanding of automotive dynamics, he made the decision to move away from the recommissioning of exhaust systems and set to work making one of his own. This initial design became the first Friedrich Motorsport custom exhaust, a

Above The business employs forty staff across its various operations, including exhaust manufacturing product immediately garnering attention for its engineering excellence and performance-enhancing traits.

Friedrich Motorsport's customer base grew steadily across the remainder of the 1990s, leading to a new, larger premises in Lichtenfels in 2002. Here, Dirk could expand his firm's product portfolio and take on more staff to deal with increased demand. Three years later, the business elected to streamline its product line, focusing efforts on the design and manufacture of stainless steel exhausts. With a wide range of systems available for the output of most well-known vehicle manufacturers, this side of the business grew to become the cornerstone of the Friedrich Motorsport empire.

As a self-confessed Porschephile, Dirk had always admired the Zuffenhausen brand's commitment to evolving its model lines with the latest technology, thereby keeping its cars one step ahead of those from rival manufacturers. Owning one of these iconic machines, however, was little more than a dream until he realised his ambition in 1997, when he was able to purchase a then new 993 Turbo. He didn't stop there — success from the growth of Friedrich Motorsport allowed him to indulge in his passion further, with many other Porsche models ending up on his driveway.

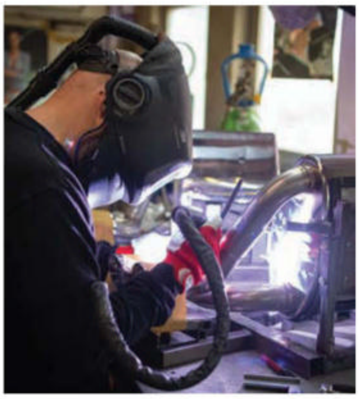
This increasing familiarity with Porsches had a profound effect on the way he viewed the products and services offered by the company bearing his name, a shift in mindset leading to the founding of a new venture responsible for design and implementation of a suite of enhancements for select Porsche sports cars. Known as Friedrich Performance Manufaktur, this new string to Dirk's bow was developed to run alongside his exhaust manufacturing facility. The result was an ability to offer everything from uprated intake systems, ECU calibration, engine hardware tuning and suspension upgrades to lightweight wheel and tyre packages, all for Porsche sports cars.

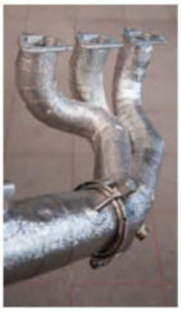
Friedrich Performance Manufaktur has built a number of extreme Porsche tuning demonstrators, some of which are currently in development. Among them are a 991 GT2 RS producing 1,018bhp, a Cayenne Turbo GT developing 1,001bhp and a 992 Turbo S topping out at 1,069bhp. While obviously transformed by wild engine upgrades, these crazy creations are also visually metamorphosised by a suite of aftermarket styling solutions.

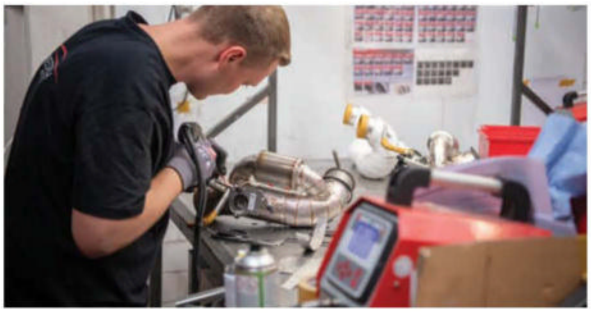
While Dirk's background focused heavily on the design and production of uprated engine parts, he knew a significant proportion of a car's performance could be attributed to its aerodynamics. He was therefore keen to delve deep into the design and production of lightweight aerodynamic addenda, not only to improve the look of a car making use of standard styling componentry, but to produce measurable hike in downforce and reduced drag, both essential when it comes to improving a Porsche's real-world performance. That said, Dirk's initial foray into the world of aerodynamic upgrades came from a purely aesthetic standpoint. This was because he was never satisfied with the look of the increasing amount of matte black plastic body parts fitted to Porsche's GT models and wanted a more cosmetically pleasing appearance

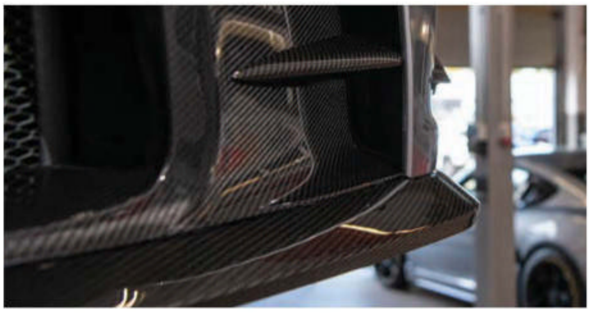
> **YOU CAN SEE THE INDIVIDUAL STRANDS OF CARBON TWILL IN HIGH-DEFINITION, AS WELL AS THE RELIEF TEXTURE OF LEATHER**

Below Though the company's main offering is stainless exhaust systems for a variety of sports cars, its carbon components are designed exclusively for modern Porsches









Above High-end autoclave manufacturing is used during the production process

doubling up as being lightweight and functional, resulting in a welcome improvement in performance.

Carbon-fibre has long been the go-to substrate for any manufacturer of automotive aerodynamic items, with the material's inherent strength, rigidity and low mass making it the perfect solution for both racing and performance applications. Dirk was keen to offer Friedrich Performance Manufaktur customers the very same benefits. Consequently, over the years, the firm has grown its range of carbon-fibre upgrades to include a wide variety of apron lips and splitters, bumper inserts and canards, air vents and intakes, side skirts, mirror caps, spoilers (including separate Gurney flaps and end caps), rear diffusers and engine covers. These impeccably made products are available for select modern Porsches, including the 992-generation GT3, GT3 RS, Turbo S and Turbo S Cabriolet, as well as the 718-generation GT4 and GT4 RS, plus the Cayenne Turbo GT. You can view all these products (and more) and see how they will fit and look on your Porsche by having a play with the incredibly detailed 'carbon configurator tool' at *friedrich-pm.com*.

FRIEDRICH PERFORMANCE MANUFAKTUR'S AERO PARTS ARE A CONSIDERABLE IMPROVEMENT OVER PORSCHE'S PLASTIC COMPONENTS

This innovative tool enables owners to customise their cars according to their individual wishes. Whether you want to simply add subtle accents or have your car virtually dripping in lightweight weave, the configurator allows you to view all available possibilities. With just a few clicks, you can select various carbon elements, from striking spoilers and elegant side skirts, to tailor-made bonnets and diffusers. This really is an impressive piece of software, allowing you to view your chosen Porsche in high-resolution 3D and giving you the ability to rotate and flip the car in any direction you wish, allowing you to see exactly what your preferred parts will look like from every conceivable angle. You can also change the colour of the base car with a single click, in addition to choosing from a limited selection of aftermarket wheels. The detail of some of the model renders is breathtaking, allowing you to zoom in to not just to the exterior of the car, where you can see the individual strands of carbon twill in high-definition, but also into the car's interior, where the relief texture of leather is accurately represented, as is an almost pixel-level rendering of the virtual car's Porsche Communication Management (PCM) touchscreen interface.

As clever as this online configurator is, it would be pointless if the products themselves were not of the utmost quality. Reassuringly, those from Friedrich Performance Manufaktur are some of the best.

PORSCHE
911 Turbo S
We are Carbon
GT3 RS

Above In addition to aerodynamic performance, the carbon parts manufactured by Dirk's team look absolutely stunning

For those not clued-up on the intricacies of carbon-fibre component manufacturing, we should be clear not all carbon-fibre is created equal. Let's start with the basics. Carbon-fibre isn't just a pretty face. It's exceptionally strong for its weight (about five times stronger than steel and twice as stiff), all while being significantly lighter. For racing teams chasing every gram and millisecond, or for manufacturers looking to boost efficiency without sacrificing strength, this makes it a dream material. Dreams, however, come at a price. Carbon-fibre is expensive to produce, labour-intensive to shape and highly sensitive to the process by which it is made. This process determines not just how a component looks, but how it performs when lap times and lives are on the line.

The simplest and most traditional method of working with carbon-fibre is wet-lay. This technique involves layering dry carbon fabric into a mould and manually applying resin with brushes or rollers. Once the resin saturates the fabric, the part is left to cure, sometimes under mild heat, but often at room temperature. This is the entry point to manufacturing with carbon-fibre and is often the approach adopted by hobbyists and small-scale manufacturers. It's a low-cost solution, requires minimal equipment and is flexible enough for custom or low-volume parts. The downside is it's also the least precise — the hand-application of resin means a higher resin-to-fibre ratio, leading to heavier and weaker parts. Inconsistencies and air pockets can also compromise performance. For this reason, you won't find wet-lay carbon-fibre in racing applications. Its use is best restricted to interior items, cosmetic add-ons and prototype parts, where function is less critical than form.

A step up from wet-lay is vacuum bagging. This is where a wet-lay item is sealed in a vacuum bag, before the air is sucked out. By applying atmospheric pressure, the fabric is compressed, air bubbles are drawn out and excess resin is squeezed away. This makes for a cleaner, lighter and stronger part compared to basic wet-lay. It's a popular technique among performance car builders and small race teams for making items not limited to splitters and wings, where good quality is required, but without industrial-scale investment. This approach, however, fails to offer the structural integrity needed for high-load applications and involves the use of specialist equipment.

WICKED WEAVE

Resin Transfer Moulding (RTM) is a process adopted at manufacturer level. Used for the production of sports car body panels, dry carbon-fibre is laid into a two-part mould. The mould is then sealed and resin is injected under pressure, before being cured under heat. This produces an excellent surface finish on both sides, offers repeatable quality and superb structural integrity. It is an excellent technique for producing mid-to-high-volume components in the OEM space. Unfortunately, it's very expensive — tooling costs can be significant, and while this process is excellent for certain shapes, it can struggle with ultra-complex geometries.

While RTM is a significant improvement over wet-lay, the gold standard of automotive carbon-fibre construction is prepreg and autoclave. This is the process used to manufacture the chassis and body panels of Formula

FPM
FRIEDRICH
PERFORMANCE
MANUFAKTUR

Above For all your modern Porsche's carbon-fibre requirements, Friedrich Performance Manufaktur has what you need

One cars, as well as elite hypercars and various aerospace components. It's also the process used by Friedrich Performance Manufaktur to produce the majority of its aero parts for Porsches.

A special carbon fabric impregnated with resin (the so-called prepreg, which is stored frozen to prevent premature curing) is cut to size using a precise cutting device. The cut pieces are based on the 3D design data of the component to be made. They are then carefully placed in a mould (taking fibre direction into account) and sealed in a vacuum bag. The component then goes into the autoclave, which is a type of pressurised oven applying heat and pressure simultaneously. Here, the vacuum bag is pulled to a vacuum of 0.99 bar and pressurised to approximately 6.0 bar. This removes all air from the part. The autoclave then starts a special heating cycle tailored to the material, in which temperatures of up to 120°C act on the components in combination with pressure and vacuum, thereby curing the material. The result is a strong, lightweight carbon component. After curing, it is trimmed, sanded and prepared for painting. Several layers of topcoat and clearcoat are then applied, followed by polishing after drying.

When it comes to the manufacturing of carbon-fibre items, prepreg and autoclave is as good as it gets, featuring the very best strength-to-weight ratio, an incredibly low void content and perfect resin distribution, making it ideal for high-stress, high-performance parts. Unsurprisingly, this level of quality comes at a high price, requiring specialised facilities, cold storage, highly trained technicians and, of course, an autoclave. The process is also time-consuming, but the results are second to none.

By using this state-of-the-art technique, along with 3D scanning technology and advanced computer aided design, Friedrich Performance Manufaktur's aero parts are a considerable improvement over Porsche's plastic components, being not only lighter and much better-looking, but also offering improved downforce, reduced drag and therefore improved performance. Pleasingly, they're designed to be a factory fit.

Over time, this constant pursuit of high-performing, elite-quality parts and services has made Friedrich Performance Manufaktur a go-to source for both amateur and professional racers who need premium, performance-enhancing automotive products. The company's commitment to innovation and quality has seen it grow into a globally recognised brand in the automotive industry, working closely with a network of specialists offering sales and fitting services. Today, Friedrich Performance Manufaktur employs more than forty staff, operates in multiple countries and has established a loyal customer base ranging from individual owners to professional race teams and sports car dealers.

Whether you're a Porsche purist looking to subtly enhance your pride and joy with precision-crafted carbon detailing, or if you're a performance aficionado intent on extracting every ounce of potential from your Porsche's engine, Friedrich Performance Manufaktur stands ready to turn your vision into reality. With an uncompromising approach to quality, obsessive attention to detail and the kind of engineering pedigree commanding respect in the world of high-performance tuning, this Lichtenfels-based business offers the tools to elevate your Porsche beyond factory limits, both in terms of function and form. For owners who believe the perfect Porsche is the one bearing their personal signature, this Bavarian powerhouse can make it happen. ●

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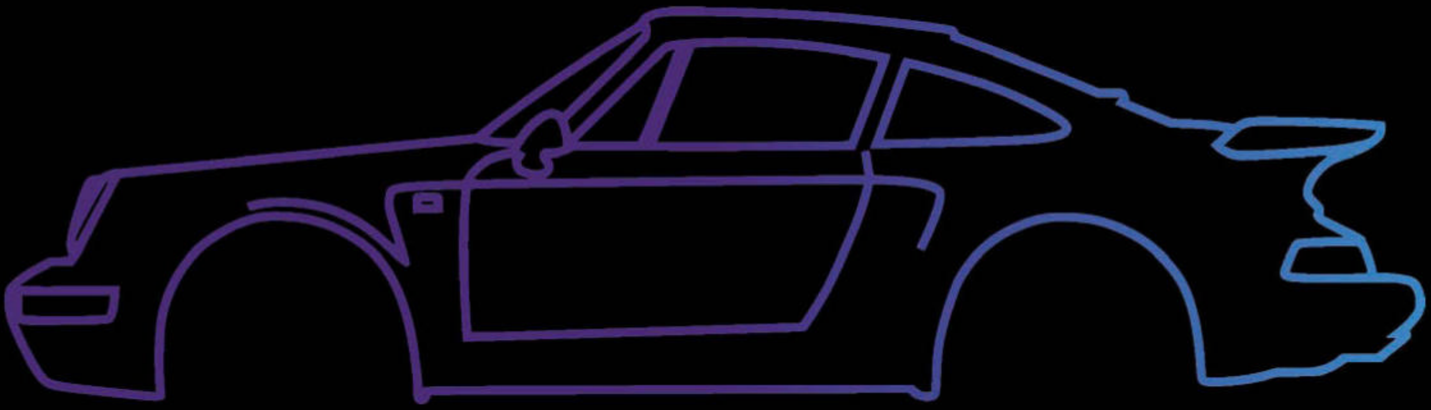

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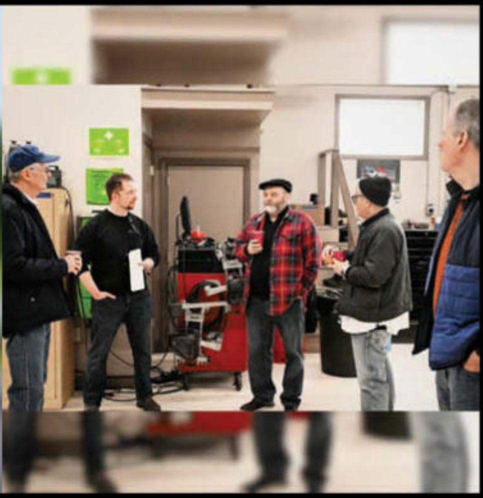

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We don't just write about and work on Porsches — we drive and live with them, too!

DAN FURR
997 CARRERA 4S, 944 TURBO

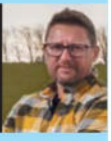
Loans of a new 911 Carrera, Macan Turbo and Cayenne Turbo E-Hybrid with GT Package mean my own cars have taken a bit of a back seat of late, but my 997 is now due major work. Report next month.

RICHARD ROBERTS
991 GTS, 968 SPORT, 996 C4S

My 991 Carrera GTS is back and not rattling. Finally! The window is fixed, too. I had a bizarre discussion with a Porsche Centre tech about the handbrake, though. Details revealed soon.

RICH PEARCE
958 CAYENNE FACELIFT

A new set of black circles for the Cayenne, which is proving an excellent workhorse — magazine photography work is taking me all over Europe at the moment, which is great fun.



DAN SHERWOOD
996 GEN II GT3

Contemplating when to liberate my GT3 from hibernation now the weather is finally proving kind enough for the car to head out and about. Really looking forward to putting some miles on it.

CHRIS WALLBANK
981 GTS AND MACAN DIESEL

A really busy month, with my Macan treated to new front suspension components and my 981 Boxster GTS given a fresh set of wheels and corrective paintwork. Next, a new exhaust.

BODY OF WORK

Chris Wallbank's recently acquired 981 Boxster GTS gets a cosmetic makeover after he decides he isn't in love with the car's factory wheels...

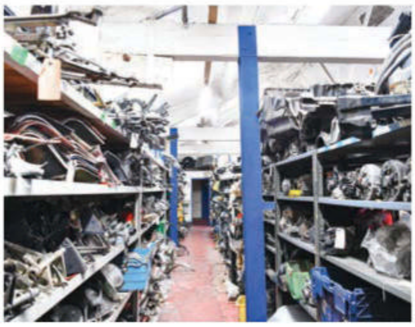
Above Chris feared the diamond-cut face of his Boxster's multi-spoke wheels would be susceptible to unsightly corrosion

The only aspect of my recently acquired 981 Boxster GTS not my first choice if I'd bought the car new is its factory-issue twenty-inch Turbo-style wheels. Some of you will love them, but they're my least favourite wheel design from this generation of Porsche. In my opinion, the harsh, diamond-turned, polished face stands out too much, almost resembling an aftermarket design. My favourite 981/991 wheel has always been the Carrera S style. It's a clean, twin five-spoke design suiting GT Porsches perfectly, affording them a motorsport-inspired look.

Beyond aesthetics, the Turbo-style wheels are also prone to lacquer lift on the diamond-turned finish, allowing water to seep into chips and cause corrosion. The UK's salty roads and harsh winters only exacerbate this issue, making affected wheels look unsightly rather quickly. While my car's wheels weren't in terrible condition, one thing was certain: they were only going to get worse.

I began the search for a set of twenty-inch Carrera S wheels, ideally in gloss black with a silver edge or 'lip' (the exact finish seen on the wheels of my recently departed 981 Cayman GTS). All-black wheels can sometimes get lost on a car, especially one with black bodywork. The silver edge provides just the right amount of contrast. I turned to eBay, my go-to source of Porsche wheels, having picked up countless sets from the popular auction website over the years. A couple of used sets in full silver appeared at reasonable cost, but each would have required a refurb. Since the finish I desired requires careful hand-masking, I reasoned the associated cost would be significantly higher than a standard single-colour powdercoat.

A month into my search, bingo! A freshly refurbished set of twenty-inch Carrera S wheels exhibiting the exact finish I wanted appeared on eBay. They were listed by 9 Apart, an independent Porsche parts specialist based in Bury, Lancashire. I was already familiar with the company, having purchased parts from the firm in the not-too-distant past. In fact, going back twenty years,



Top 9 Apart was able to provide Chris with a superbly presented set of gloss black wheels with a silver lip, perfectly suiting the Boxster

Above Stock rooms are stacked with spare parts for most Porsche sports cars

Right Michelins were switched from the old to the new set of wheels

I bought a set of rare Carrera Sport nineteens from 9 Apart for my very first Boxster. The customer experience was great. Nothing has changed — 9 Apart remains a friendly, family-run business.

I joined 9 Apart founder and Managing Director, Simon Butterworth, at the Porsche Club Great Britain Harewood Hill Climb event last summer.

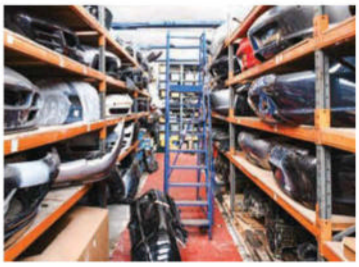
I TOOK THE OPPORTUNITY TO FIT A SET OF EIBACH SPACERS ORIGINALLY BOUGHT FOR MY 981 CAYMAN GTS, BUT NEVER INSTALLED

Our union came about after a chance meeting at a local service station near my hometown in Yorkshire. As soon as I saw the wheels were in as-new condition (accompanied by centre caps with coloured Porsche crests), I jumped at the opportunity to buy them — I knew Simon was a safe pair of hands.

Rather than buying the wheels outright and selling my car's factory wheels privately, I opted for 9 Apart's part-exchange and fitting service. This was the perfect solution, not least because I wanted to transfer the Boxster's nearly new Michelin Pilot Sport 4S tyres from the Turbo wheels. Simon offered a fair part-exchange deal, which included swapping the tyres onto the new wheels, fitting new valves and balancing. This saved me the hassle of visiting an independent garage for a tyre swap, which could have taken up a fair amount of my time.

On the day of the swap, I was greeted by Simon's son, Ben, who has been working on Porsches since the age of twelve, helping his father dismantle cars on weekends and in school holidays. 9 Apart has been operating since 1999 and, as Ben explained, the company's extended team has a combined seventy-six years of experience working on Porsches of all ages.

Ben made sure I had a brew in hand whilst the wheel swap took place. He kindly showed me around 9 Apart's vast warehouse. With more than eighteen thousand square feet occupied solely by Porsche parts, it seemed as though I was looking at just about every spare item an owner could ever need. The passion for Porsche here is undeniable, further proven by the numerous



www.9apart.co.uk
9 APART
FE64 BZK

trophies in the 9 Apart reception area, collected across many years racing 986 Boxsters and a 924 S in the Porsche Club Championship.

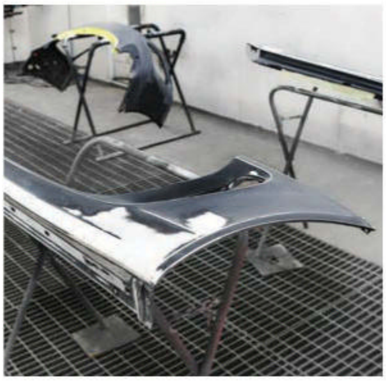
While the wheels were off my car, I took the opportunity to fit a set of Eibach spacers originally bought for my 981 Cayman GTS, but never installed. From certain angles, the Boxster's Turbo-style wheels looked a little lost in the arches, especially when eyeballed from the rear three-quarter view. I was keen to avoid the same with the Carrera S wheels, but didn't want to go too aggressive (excessive unsprung mass isn't ideal), hence opting for a subtle seven millimetres at the front and ten at the rear. Once the new wheels were wearing the aforementioned Michelins and were balanced, it was time to slip them on to each hub and drop the car to the ground. What a transformation! This 981 now looks exactly like the Boxster GTS I would have optioned from the factory if I'd had the chance back in 2014. All in all, a great success, and one made very easy (and stress-free) thanks to the team at 9 Apart. Whether it's a wheel swap or a rare used spare you just can't seem to find, give the team a call on 01706 824053 or visit *9apart.co.uk*. I'm glad I did.

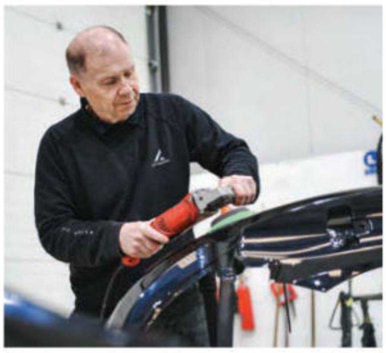
So, then. Having swapped the Turbo-style wheels on my 981 Boxster GTS to the newly refurbished Carrera S rims, it was time to address the scratched and quite heavily chipped front and rear bumpers. The car's side skirts were also in need of attention. The rear arches — especially around the air intakes — were peppered with chips, but as we all know, this is standard stuff for any Porsche used regularly.

Fortunately, the majority of paintwork imperfections were confined to these areas, with all other major body panels only demonstrating minor scratches and surface swirls, which could easily be removed by good paint correction. Some of the scuffs on the front and rear bumpers were too deep to remove with a machine polisher, though, even after wet sanding. I'd also decided I wanted to remove the number plate holder to retain the smooth curves and lines of the front bumper. My thinking was to apply a small vinyl stick-on plate. It quickly became clear the only way to achieve the results I wanted was to have the bumpers and skirts fully re-sprayed at a professional bodyshop. Where to have the work carried out, though?

This wasn't a small job. Sadly, good, reliable bodyshops can be hard to come by. I've had a couple of poor experiences in the twenty-odd years I've owned Porsches. Needless to say, this wasn't something I was keen to

Above and below
With the new wheels in place, and with spacers improving the look, the car left 9 Apart and made its way to Alexander's Prestige for paint correction and installation of new genuine trim





Above and below Meticulous attention to detail was exercised every step of the way, resulting in a fit and finish better than factory

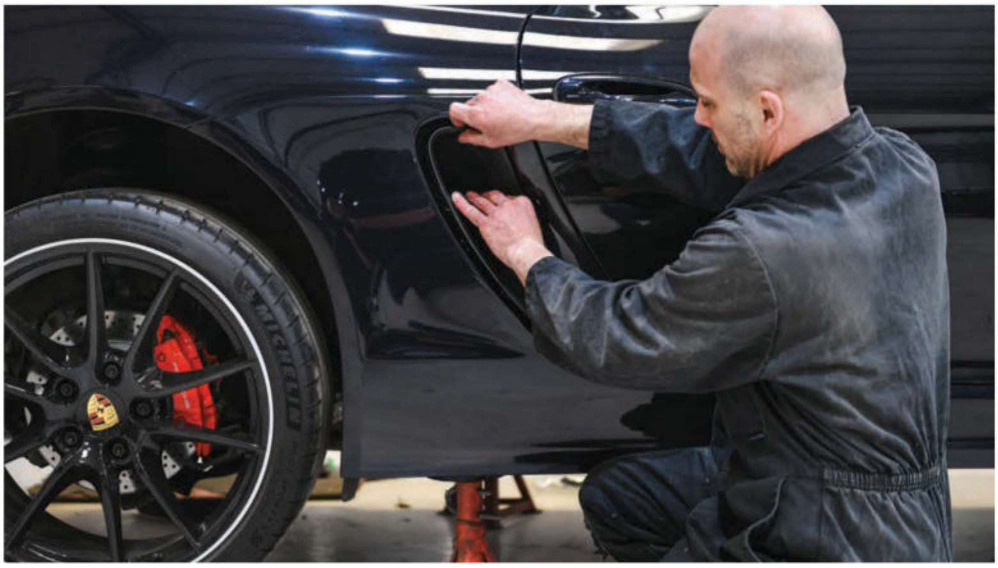
repeat. Last year, however, for various *911 & Porsche World* photo shoots, I visited independent supercar dealership (with heavy slant toward Porsches), Alexander's Prestige (find the company at *alexandersprestige.co.uk*), which is in Boroughbridge, near my home in North Yorkshire. Regular readers will recall the resulting company profile article featuring my photographs, as well as the firm's Manthey-kitted 992 GT3 sales car, which we showcased thereafter. The associated visits gave me the chance to get a good look at the preparation process invested into Alexander's Prestige sales cars before they are wheeled into the company's immaculate showroom.

The work starts in an on-site, state-of-the-art spray booth, should the vehicle in question require corrective paintwork. As luck would have it, the team had just refinished the bumper of a black 981 GTS similar to mine. I have to say, I couldn't find the slightest imperfection in the flawless black paintwork, which is the trickiest of all colours to achieve a perfect finish. Having witnessed this high level of workmanship first-hand, I decided to have the company's technicians assess my car and provide a quote for the work. Suitably happy with the price, which included the desired number plate delete, I booked my Boxster in for work to begin.

Prior to handing over the Porsche, I decided to buy new front intake grilles, a new lower front spoiler and new side air intakes. These were finished matte black from factory, rather than body colour. At roughly forty-five quid per grille, it made more sense to buy these direct from Porsche than to have the bodyshop sand, fill and respray the heavily chipped original items. This is one of the only occasions I've been pleasantly surprised by the price of genuine Porsche parts.

When it came to work commencing, I was greeted by the welcoming smile of Natalie Box, a member of the Alexander's Prestige aftersales team. She had bodyshop controller, Gareth Ross, go over the Boxster's bodywork one last time before she handed me the keys to a courtesy car taking the form of a brand-new Volkswagen Golf GTI. Nice touch! I was told it would take three or four days to complete the work.

The Porsche was in good company — I noted it was joined by a 911 Turbo (930) Cabriolet also booked in for cosmetic work. Gareth started by removing all parts due to be painted, taking great care not to break any clips. He removed the grilles and lights from the bumpers, a job taking around half a



day. It was then time for preparation of the surfaces to painted.

First up was plastic-welding of the number plate holes with a specialist machine. Then, Gareth sanded the treated area, as well as any scratches. Deeper stone chips required filling before fine sanding, thereby achieving a super-smooth finish, which was then ready for primer. Paint sprayer, John Timmis, who has worked at Alexander's Prestige for twelve years — and has forty years of experience spraying cars professionally — explained he always uses black primer for cars finished in dark colours, suggesting it works better with the intended basecoat. Also, so he told me, any future stone chips would be less noticeable if the primer becomes exposed. Once it was applied, all surfaces were once again checked for imperfections under the bright lights of the spray booth. With no problems detected, the parts were baked before the bumpers and skirts were ready for a lick of Jet Black Metallic.

Paint matching is a crucial part of basecoat application — a colour spectrophotometer is used to ensure an accurate match, followed by a test sample. Once the basecoat was applied, baked and cured, it was time for clearcoat lacquer. This was then left to fully cure in the oven overnight, after which, Gareth could start the process of reassembly. While all the parts were off the car, he noticed the LED daytime running light lenses were exhibiting a fair amount of light chipping. John managed to hugely improve the condition of the lights with and a small machine polisher. A nice touch by the team and a great alternative to me spending a small fortune on new lights.

With all the parts back on the car, it was time for another thorough inspection, followed by final flat and polish to deliver a better-than-factory standard of finish. The car was then driven out into glorious spring sunshine for handover, allowing me to check the car over in detail. To say I am happy with the work would be a massive understatement. Reflections in the fresh Jet Black Metallic paint are pin sharp, like a mirror. This is something I have a keen eye for, having photographed black cars in great detail for more than two decades. My car looks so much better with front the number plate plinth removed, too. I now need to get a vinyl sticker made for the cherished registration I'm about to transfer onto this Porsche.

I'm over the moon with the level of service from the team at Alexander's Prestige. The attention to detail at every step of the process was outstanding, from initial booking to the finished paintwork. In other news, I've just had confirmation a full titanium exhaust for my GTS has landed fresh from Akrapovič's factory in Slovenia. Exciting times ahead! More next month. ●

Above and below
Already a stunning Porsche, Chris's Boxster now looks completely box fresh

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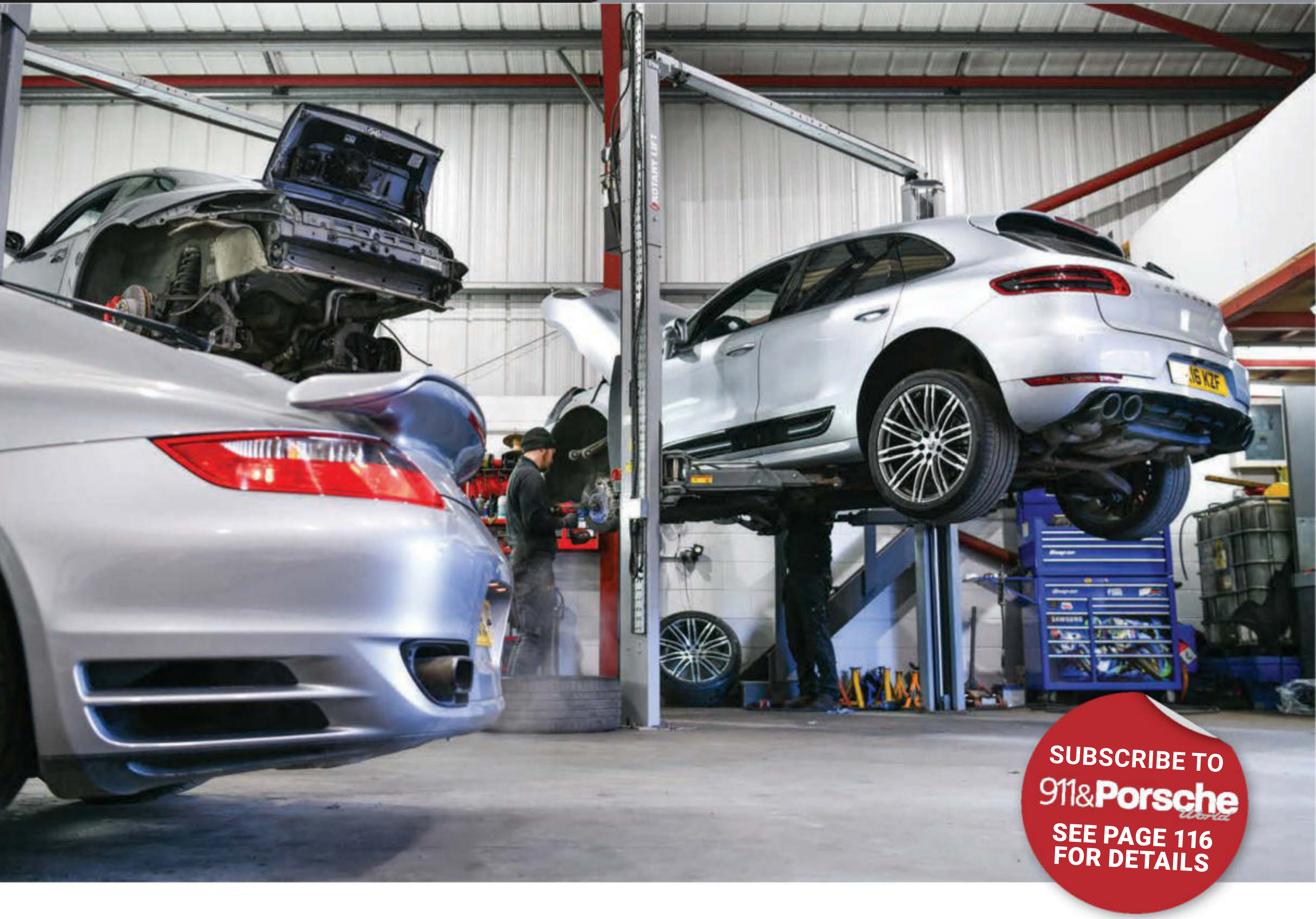

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SPRINGING FORMULA

A busy month for Chris Wallbank sees his Macan treated to front-end suspension components after it decided to hit the deck on his driveway...

Crikey. It hasn't taken many miles for my new-to-me Macan S to present a major problem. And it happened with an almighty bang. It was a glorious spring afternoon. I was in my garage decorating, when I heard a loud sound of what I reasoned was metal items crashing together. I rushed out to my driveway and what I saw left me in disbelief — the Macan appeared to have almost completely lowered its front end to the ground. It didn't take a genius to realise the Porsche's suspension had failed in dramatic fashion, but I was curious to know precisely what had happened. My assumption was that the front springs had failed and snapped.

Wishful thinking? I was just about able to shine my torch through the tiny gaps between the wheel arches and tyres. I could barely believe what I was seeing, but sure enough, both front springs had completely broken in two. Yes, both of them!

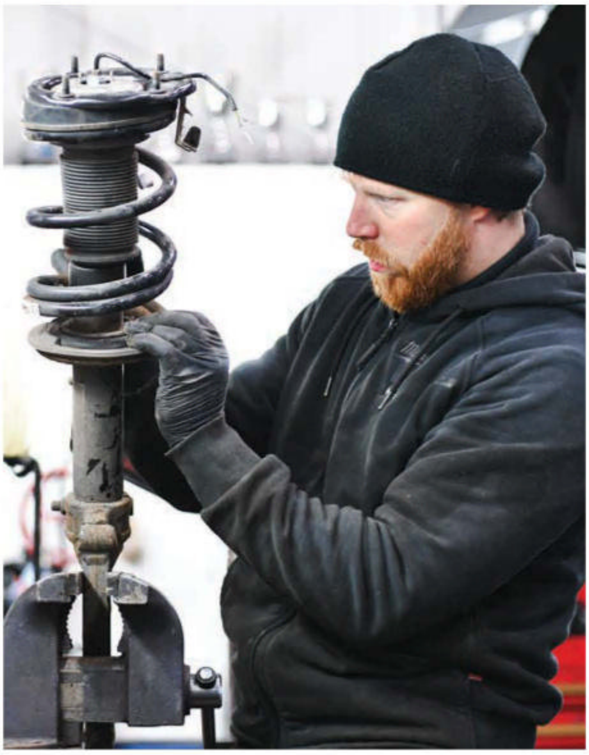
I was in shock. And then the inconvenience of this failure started to set in — the only positive I could take from this freak event was the fact the car was stationary and in a safe place when the fault occurred happened. Things could have been far worse had I been travelling at speed around a corner at the time of failure.

I now needed to get the Porsche transported to Knaresborough-based RPM Specialist Cars (my preferred marque indie) for professional diagnosis and repair. Obviously, I needed the work to be done as soon as possible. Luckily, I have AA Homestart breakdown cover as a feature of my bank account. This is the first time I've ever had to make use of the service.

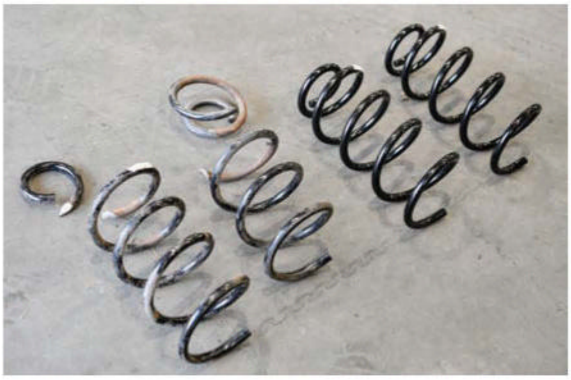
Within an hour, the AA had collected the Macan on a low-loader and was transporting it over to the team at RPM Specialist Cars. The next morning, RPM's Nick Roberts confirmed what I suspected: two broken springs, the result of corrosion, as well as general wear and tear. He explained it was a relatively common occurrence as Macans approach their tenth anniversary. Needless to say, mine isn't the first Nick and his colleagues have fixed in this regard.

Importantly, he confirmed the

Above The Macan keeping very good company in the warmth of the RPM Specialist Cars workshop in Knaresborough



Above The RPM team sprung into action as soon as Chris outlined the Macan's complaint



front Porsche Active Suspension Management (PASM) dampers appeared to be in good shape, which was something of a relief, primarily because replacing them would prove far more expensive than springs alone, should the work not be covered under warranty.

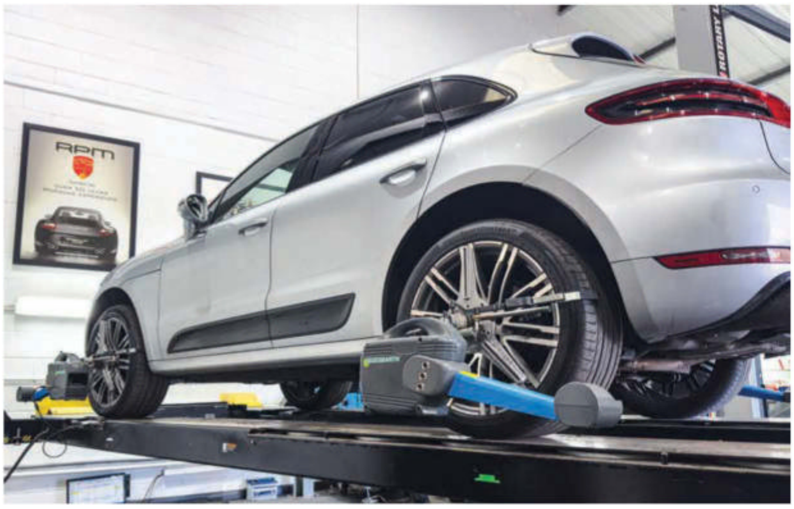
Nick sent images of the compromised parts to Warrantywise (my warranty provider). I feared the springs weren't covered due what I presumed would be them being deemed as a 'consumable' ravaged by wear and tear. He informed me new springs would only cost in £213 from Porsche if I was faced with buying replacement parts. Obviously, there was the cost of labour to consider, but the price could have been far worse.

THE RPM SPECIALIST CARS TEAM SET TO WORK STRIPPING THE SHOCK ABSORBERS AND REMOVING THE OLD SPRINGS

I gave Nick the go-ahead and the RPM Specialist Cars team set to work stripping the shock absorbers and removing the old springs. When they were off the Macan, it was clear to see corrosion had well and truly set in, ably demonstrating the devastating effect of road salt chucked over the UK's public highways each winter.

Once technicians, Max Walker and Lewis White, fitted the new springs and reconnected the PASM controller wires, everything was torqued-up and the Macan was driven to the company's alignment ramp — with any kind of suspension work, a full geometry check is highly recommended on completion. Sure enough, my Macan needed a fair few tweaks to achieve perfect geometry, but Max worked his magic and I'm delighted with the results.

As always, thanks to the helpful team at RPM Specialist Cars (find online at *rpmspecialistcars.co.uk*), this time for getting my Porsche back on the road within just a couple of days of taking delivery. A super-speedy turnaround, and one resulting in a Macan driving even better than it did when I first bought it. Next is the refurbishment of all four wheels, which are destined to be finished in Satin Platinum. Watch this space. ●



Right All fixed and ready to return to the road after new parts were installed

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ON A POWER TRIP

With Dan Furr's 997 Carrera 4S unavailable, he embarks on a road trip around central France in a brand-new 992, wondering if a Carrera is all the 911 anyone could ever need...

After a particularly busy few months on the home and work front, a longer-than-usual break between print deadlines presented itself at the beginning of April, enabling me to hit the road and explore areas of France I hadn't yet visited. I've been to Paris several times over the years, but in addition to 'the world's most romantic city', I wanted to spend time in Orléans and Rouen. The former is a north-central city situated on the Loire river and was famously saved by Joan of Arc following English siege in the mid-1400s. The latter is capital of Normandy and where ol' Joan was burned alive on the grounds of heresy. That's gratitude for you.

Which car to take? Home and back, I reckoned I'd be covering somewhere in the region of 1,500 miles. Comfort was the priority, but luggage space was also a concern. You see, I'm in the middle of writing an album (find my recently established music project page on Instagram at *@bullethours*) and reasoned time away from my desk would give me the opportunity to finish some of the songs bouncing around my bonce for the last however-many-months. I wanted to take my recently acquired Fender American Professional II Telecaster (finished in Miami Blue with a strap as close to Rubystone Red as I could find), meaning I needed to consider the space required by the guitar's chunky hard case before thinking about the mountain of luggage, food and camera gear I'd also be taking abroad.

Fun fact: you can easily get a guitar case in the back of a 997. Unfortunately, my 2006 Carrera 4S was undergoing further suspension development work at the time I was due to set off, ruling it out of action (I hope

Above It's amazing to think we live an age where a boggo Carrera is pumping out near 400bhp and feels more premium than most high-end sports cars from Porsche's rival manufacturers

Above and right
A stunning mix of black and Bordeaux Red leather, this beautifully trimmed cockpit served as home for Dan's trip around France

to publish an update on this topic next month). That said, the capacity of the car's front luggage area is limited due to the presence of the front differential — there's far more space available at the nose of a two-wheel drive 997. I wasn't travelling light, meaning the car probably wouldn't have been able to accommodate my needs without most of my possessions being on display in the back. Not ideal.

A Panamera. That's what I needed. I contacted the good folk at Porsche Cars Great Britain to see if one was available for the duration of my trip. Unfortunately not, but in place of the more-door 'saloon', I was met with the offer of a brand-new 911 Carrera. Now, in a moment of madness some of you will liken to Cinderella complaining her diamond shoes are too tight, I hesitated. I thought about the amount of gear I was likely to be taking with me to France and wondered how I was going to squeeze it all into a 911. Packing it all into my Bentley Arnage T? Absolutely no problem. For this reason, I very nearly turned down Porsche's invitation in favour of piling on miles in the large barge, but then something occurred to me — I'd long wanted to take a base Carrera on a road trip with the intention of answering a seemingly straightforward question: is a Carrera all the 911 you ever need? A box-fresh 992 Carrera would certainly go some way toward helping me find out.

BEFORE I LEFT BLIGHTY FOR THE LAND OF WINE, JEAN-MICHEL JARRE AND THE D-DAY LANDINGS, ADE SPENT A FEW HOURS PHOTOGRAPHING THE CARRERA

Prior to collecting the car, I'd had a new Cayenne Turbo E-Hybrid with GT Package on loan and, immediately after the trip, I was borrowing a new Macan Turbo. Both, it could be argued, would be more suited to the amount of luggage I was taking to France. By the time of departure, I'd also decided to take a small guitar amplifier. I checked with my contacts at Porsche, but neither SUV was available for the trip.

I arrived at Porsche Cars Great Britain headquarters near Reading and eyeballed the GT Silver Metallic 911 destined to travel into mainland

Europe with me. Surely, the mountain of baggage in the Bentley (one of these days, I'll work out how to travel light, but until then, I really have no idea) wouldn't squeeze into this small-by-comparison sports coupe? What I failed to remember is how big a 992 is, even when compared to a 911 as modern as a 997. The newer 911 looks and feels massive, particularly in the cabin, where — as outlined elsewhere in this magazine — the passenger seat seems a considerable distance from the driver, whereas you're virtually rubbing shoulders with fellow occupants in a 997. A bigger 911, though, means more luggage space. 135 litres at the nose, to be exact.

FLUID DYNAMICS

Yes, Porsche measures luggage capacity in litres. Unless you plan to fill the car with milk, this isn't particularly helpful. Take it from me, you can fit a Bentley's worth of luggage and a Fender Telecaster in a new 911, albeit with the guitar stowed across the rear seat shelf. I found no struggle for space and, for reasons I'll come to, I also had a passenger with me when landing abroad.

911 & Porsche World photographer, Ade Brannan, was on hand to take snaps of me pulling bags out of the Bentley and dropping them into the 911. My Mulliner-quilted luxobarge was looking forward to its rest in the Porsche Cars Great Britain car park.

Before I left Blighty for the land of wine, Jean-Michel Jarre and the D-Day landings, Ade spent a few hours photographing the Carrera for the pictures you see on these pages. Without further ado, let's delve into its specification. The heart of the beast is a near 400bhp twin-turbocharged three-litre flat-six allied to an eight-speed semi-automatic PDK transmission sending all power to the rear wheels. Kitted with Porsche Active Suspension Management (PASM), this particular 911 Carrera is equipped with almost twenty-five grand's worth of individual equipment, taking the £99,800 base price to £124,058. I don't mind admitting, I was a little concerned about how this would influence my review of whether a Carrera is all the 911 you ever need. After all, this 'basic' 992 was loaded with extras amounting to the purchase price of a 997 Carrera.

Thankfully, almost all of the money had been focused on toys and trim. Specifically, the cost included silver paintwork (£1,068), Carrera Classic wheels (£1,910), stunning two-tone leather finished in black and the appropriately named Bordeaux Red (£513), eighteen-way adaptive Sports seats Plus (£2,825), Sport Chrono (£1,797), Sports exhaust system

Above and below
The 992's generous dimensions allow for a surprisingly large amount of luggage

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911 (991) "GTS" 3.0T pdk (67 - 2017)
Racing yellow with black leather/
alcantara. 30,000 miles **£80,000**

911 (991) "GTS" 3.8 pdk cab (15 - 2015)
Carmine red with black leather/
alcantara. 25,000 miles **£70,000**

911 (991) "2S" 3.8 pdk cab (63 - 2013)
Black with black leather
44,000 miles **£53,000**

911 (997) GTS 3.8 pdk (11 - 2011)
Basalt black with black leather/
alcantara. 69,000 miles **£52,000**

911 (991) "4S" 3.8 pdk (13 - 2013)
White with black leather
63,000 miles **£50,000**

911 (991) "2S" 3.8 pdk cab (12 - 2012)
White with black leather
44,000 miles **£49,000**

718 Cayman 2.5 "GTS" pdk (68 - 2018)
Dark blue with black leather/
alcantara. 25,000 miles **£49,000**

911 (991) "BlackEd" 3.4 pdk (65 - 2015)
Basalt black with black leather
56,000 miles **£49,000**

911 Carrera (991) 3.4 pdk (13 - 2013)
Agate grey with black leather
42,000 miles **£48,000**

Cayman "GTS" 3.4 pdk (15 - 2015)
Rhodium silver with black leather/
alcantara. 25,000 miles **£47,000**

911 Carrera (991) 3.4 pdk (13 - 2013)
Basalt black with black leather
41,000 miles **£47,000**

911 (997) "4S" 3.8 (59 - 2010)
White with ocean blue leather
70,000 miles **£46,000**

718 Cayman 2.5 "GTS" (18 - 2018)
Sapphire blue with black leather/
alcantara. 42,000 miles **£45,000**

Cayman "GTS" 3.4 pdk (64 - 2014)
Agate grey with black leather/
alcantara. 45,000 miles **£44,000**

Macan 3.0 "S" pdk (70 - 2020)
Volcano grey with black leather
35,000 miles **£43,000**

911 (997) "2S" 3.8 pdk (09 - 2009)
Basalt black with black leather
53,000 miles **£42,000**

Cayman "GTS" 3.4 pdk (15 - 2015)
Sapphire blue with black leather/
alcantara. 58,000 miles **£42,000**

911 (997) "2S" 3.8 pdk (59 - 2009)
White with black leather
54,000 miles **£42,000**

Macan 3.0 "GTS" pdk (19 - 2019)
Jet black with black leather/
alcantara. 30,000 miles **£41,000**

718 Boxster 2.0 pdk (19 - 2019)
Black with black leather
29,000 miles **£39,000**

Macan 3.0 "S" pdk (19 - 2019)
Volcano grey with black leather
46,000 miles **£38,000**

Macan "GTS" 3.0 v6 pdk (18 - 2018)
Volcano grey with black leather/
alcantara. 54,000 miles **£34,000**

Macan Turbo 3.6T v6 pdk (67 - 2017)
White with black leather
43,000 miles **£34,000**

Cayman 3.4 "S" pdk (63 - 2013)
Platinum silver with black leather
45,000 miles **£32,000**

Macan "GTS" 3.0 pdk (17 - 2017)
Volcano grey with black leather
62,000 miles **£31,000**

Macan "GTS" 3.0 v6 pdk (67 - 2017)
Basalt black with black leather
37,000 miles **£SOLD**

Cayman 2.9 pdk (62 - 2012)
White with black leather
18,000 miles **£SOLD**

911 (997) "2S" 3.8 pdk (61 - 2011)
Basalt black with black leather
80,000 miles **£SOLD**

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(£2,249), HD-Matrix LED headlights (£2,033), noise-insulated glass (£1,151), heated GT Sports steering wheel (£236), surround view cameras (£1,299), cruise control (£1,469) and the biggest spend of all, a Burmester high-end surround sound audio system (£3,974). Throw in a little further personalisation (the Porsche crest embossed on headrests) and features all of us can agree shouldn't attract a premium (windscreen top tint) and you can see where the hike in purchase price has been generated.

Reading back, it's difficult to see how the 'pure' Carrera driving experience wouldn't be coloured with all these bolt-ons, though the car's engine, suspension, gearbox and brakes remained standard and, save for the presence of Sport Chrono, most extras amounted to comfort equipment. In my defence, I was supposed to be driving a Guards Red Carrera with comparatively few optional extras, but due to an administrative error, I ended up with the silver machine. I mean, as far as problems go, this was a very nice one to have. Something about Cinderella's diamond shoes, right?

When Ade was done pointing his camera at the car, I drove to the Marquis of Granby, a lovely olde-worlde pub offering superb accommodation in the delightful village of Alkham, eleven miles from the LeShuttle terminal in Folkstone. It was late and I had an early start the following morning — my trip had taken an unexpected change of direction (literally) following an email I received a couple of weeks earlier.

Along with select other journalists (a squad of scribes from publications including *The Mirror*, *The Sunday Times*, *Octane*, *Car* and *Top Gear,* among others), I'd been invited by the management team of LeShuttle (visit *leshuttle.com*) to join them at the departure lounge in Folkestone, whereupon they would lead us to Boulogne for a guided tour of the town, a wine-tasting tour of local cellars and dinner in a Michelin-star restaurant. Additionally, we'd be given overnight accommodation in the hotel housing the eatery (made famous by a televised visit from politician-turned-journalist, Michael Portillo) and a pass for access to the local aquarium, which plays host to thousands of marine species.

Despite booking my hotel accommodation for Paris, Orléans and Rouen months before setting off, I'd left my cross-Channel travel plans open. Ferry or train? It's a conundrum many Porsche owners face. The ferry is cheaper, but slower. The higher cost of travel by train, meanwhile, is balanced by the fact doing so takes less than half-hour to get from England to France.

What about kerbing, though? I can't be the only Porsche owner who dreads

Below Huge rims are quite safe on the LeShuttle service's single-deck carriages

Above and below
Dan was expecting to be in charge of a Guards Red 911, but GT Silver Metallic (a £1,068 cost option) looks great

getting on a LeShuttle train for fear of chewing up the wheels of their car. As I've already alluded to in this article, Porsches have got bigger in recent years, partly through wider track to accommodate better road-holding at high speed. Throw in massive wheels and rubber bands for tyres and you've got the perfect recipe for regret when driving on and off train carriages with lanes not increasing their width in line with Porsche product specification.

Here's the thing, though. I can't be the only one of us previously unaware of LeShuttle's single-deck carriages. Damaging the wheels of a new Macan Turbo, my 997 Carrera 4S and a 992 Carrera 4 GTS on the raised metal kerbs typical of LeShuttle carriages is primarily why I've opted to travel above water during previous trips. I genuinely had no idea about availability of the service's single-deck carriages, complete with wider lanes.

PORSCHE
911 Carrera
RE74 UFV

LeShuttle CEO, Deborah Merrens, explained to me how the specification (not limited to weight) of some electric vehicles dictates they can't be transported on upper decks, but also how the more generous lanes of single-deck carriages are designed to accommodate motorhomes, as well as vehicles pulling caravans and trailers. It stands to reason drivers of increasingly wide-hipped sports cars will find the same beneficial. Game-changer. Needless to say, moving forward, I will only be travelling on single-deck LeShuttle carriages. I suggest you do the same.

SNACK ATTACK

After stocking up on the complimentary food and drink available to users of LeShuttle's FlexiPlus service — essentially allowing passengers to skip the queue and board the next available train, rather than observe a designated time slot — those of us in attendance boarded. I was in the only Porsche on the trip, though Deborah revealed she is, in fact, a member of Porsche Club Great Britain and has owned multiple 911s, including her current steed, a Seal Grey 997 Carrera Cabriolet, which I look forward to seeing in the metal when the two of us meet again after this issue of *911 & Porsche World* goes to press.

LeShuttle's Head of Marketing, Mark

Above Dan maintains the rear end of a 992 resembles Robocop

Spinks, also joined us on the trip, and was happy to answer any questions gathered hacks might have had about the company and its low-carbon services. Two years on from the business being rebranded as LeShuttle, I sensed frustration in the general public having difficulty kicking old habits and continuing to refer to Eurotunnel (in essence, Eurotunnel is the infrastructure, LeShuttle is the service), and I was surprised to learn how few French drivers use LeShuttle to travel to the UK — relative to the number of drivers returning to Britain from mainland Europe, it's a small percentage of travellers.

At the beginning of April, weather in the UK was fantastic, but in France? Blazing sunshine, not a cloud in the sky, temperatures soaring to twenty-six degrees Celsius. I couldn't have wished for a better backdrop to what was a drive spanning the best part of two weeks (with a bit of UK zig-zagging taken into account). Joining me in the 911 en route to Boulogne was Annabel Goldie-Morrison, one of Deborah's trusted marketing associates. Save for the fact I forgot to switch the 911's Taycan-esque purely digital dashboard display (no more analogue rev counter) to km/h from mph, the drive was as straightforward as I've come to expect from French motorways — smooth surfaces and little in the way of traffic. In other words, the polar opposite of what road users in the UK have to contend with.

> **THE DRIVE WAS AS STRAIGHTFORWARD AS I'VE COME TO EXPECT FROM FRENCH MOTORWAYS — SMOOTH SURFACES AND LITTLE IN THE WAY OF TRAFFIC**

The drive to Boulogne took less than an hour, although despite Annabel working on the assumption we'd arrive ahead of the pack, the performance of the 911 was somewhat overshadowed by the fact I took a wrong turn near our destination, enabling the group's Honda Integra Type R and Ford Mustang Mach-E to land first. "The scenic route," I joked, attempting to excuse my idiocy. More next month. ●

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Left Multiple hi-def cameras allow for full overhead and surround views, ideal for parking in tight spaces, as well as for when boarding trains

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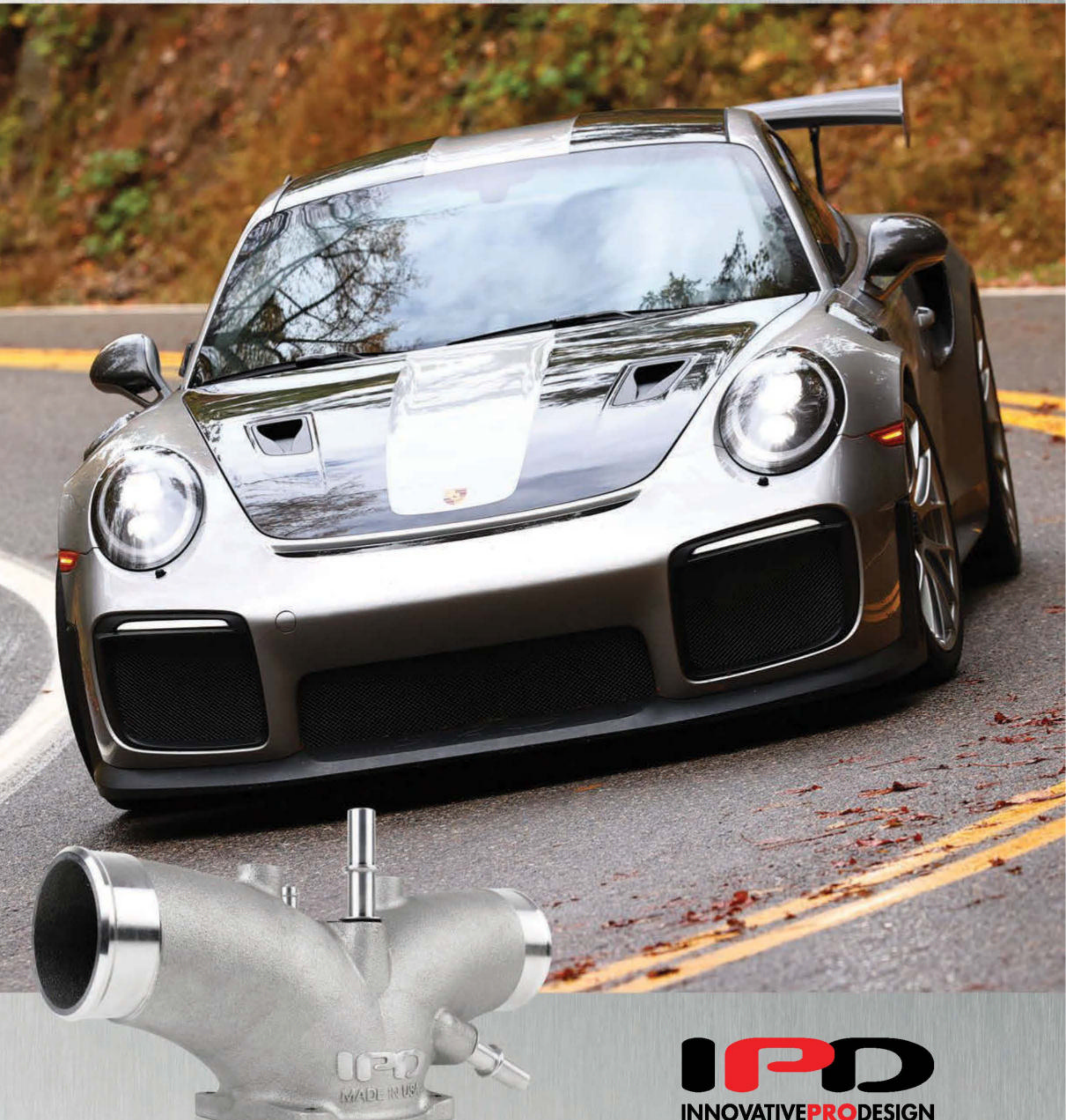

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TIMES OF CHANGE

Dan Furr wipes the Slate Grey clean with a recap of time in charge of his recently sold 968 Sport, a Porsche coming to his attention completely by chance...

During recent weeks, some of you have emailed me or messaged on Instagram (find me at @furrsfleet) asking what the latest is with my Slate Grey 968 Sport. In previous issues of *911 & Porsche World*, I mentioned I'd sold the car, but these words were somewhat buried in fleet updates about my 997 Carrera 4S, hence me writing this entry outlining my time with the three-litre transaxle and the decision to sell.

I first encountered the car when the sons of its previous owner mistakenly walked into my workshop when looking for a neighbouring business. I pointed them in the right direction, but not before noting the 968 Sport they'd arrived in, one of just 306 968s of its kind (essentially, a UK-only 968 Clubsport with select Comfort equipment reinstated to make the car more palatable on crap British roads). Long story short, before the brothers parted, we exchanged contact details and I asked them to let me know if they ever intended to sell the car. I didn't expect to hear from them, but said I might be interested in becoming the Sport's next owner, should the opportunity present itself.

It seemed unlikely, primarily because the car had been in their father's possession since 1997. As a surprise, the boys were recommissioning the Porsche after it had been laid up during enforced periods of lockdown brought about by the COVID-19 pandemic. This was summer 2021. The car was treated to an engine revamp, new Michelin tyres, a wheel refurb and an interior overhaul at Awesome Auto Trimming (*awesomeclassicandcustom.com*). There was only one problem — when the 'tadaaaa' moment finally arrived, the Porsche's long-time owner expressed his desire to part with it. The period the car had spent laid-up had given him pause for thought and he'd decided a sports coupe wasn't the right vehicle for his advancing years. I can only imagine how dejected his sons must have felt after spending so much time, money and energy on sprucing it up.

Cue a message to me asking if I'd be interested in assuming ownership. Initially, I wasn't able to do so (I was already in possession of fourteen

Above Veloce 3.6 split rims are a copy of the Speedline wheels fitted to the 964 Turbo 3.6

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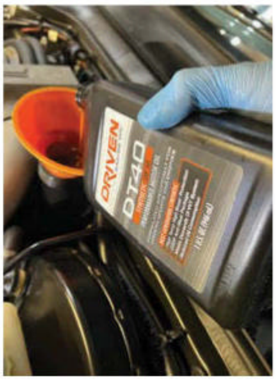

Above Cargraphic tailpipe, Driven Racing Oils and K&N filters made their way onto the car

Below Amazingly practical, the transaxle line-up of Porsche products offers a huge amount of cargo space

cars, two of them Porsches, and had just collected a BMW E31 840ci Sport Individual), but after a fair bit of soul searching down the back of the sofa, my name appeared on the car's logbook.

A full service, including new ignition leads, spark plugs, K&N filters and Driven DT40 5W-40 performance engine oil followed, as did replacing the car's crap-looking standard exhaust tailpipe with a Cargraphic N/GT component. Before long, I also replaced the car's standard (and refurbished) Cup 2 wheels with a set of Veloce split-rims aping the look of the gorgeous Speedline three-piece wheels found on the 964 Turbo 3.6 and super-rare 968 Turbo RS. A new set of Goodyear Eagle F1 Supersport tyres were thrown into the mix, as were genuine Porsche metal centre caps with coloured Stuttgart crests.

I DIDN'T GET TO DRIVE THE SPORT IN MAINLAND EUROPE, WHICH IS A SHAME, BUT I GOT PLENTY OF USE OUT OF IT IN THE UK

I loved putting miles on the car, driving it at every opportunity I could. Save for the lack of air-conditioning, which proved itself problematic when I was stuck in traffic on the A1 motorway at the height of summer and stood the risk of being boiled alive inside the cockpit (a topical term of reference, considering the hold-up contributed to myself and *911 & Porsche World* photographer, Chris Wallbank, missing our flight to Finland, where we were due to sample a selection of the country's finest air-cooled Porsches), this Clubsport-derived transaxle presented the very best balance of performance and practicality I've experienced from a Porsche, more so than my restored 944 Turbo, which is simply too nice to be used for daily driving duties or the kind of tasks the 968 Sport took in its stride, such as the weekly shop and being loaded to the rafters with rubbish for the local waste recycling centre. It really is amazing how much room there is beneath the rear hatch of a 924, 944 or 968, the ideal companion when driving across Europe with loads of luggage. In fact, this was one of the contributing factors in

my decision to buy the car — I'd been invited to Scandinavia's largest Porsche gathering and decided to drive to its location in Denmark, extending the trip to take in various towns and cities in central and northern Germany. The 968 Sport was the intended steed, but Porsche's offer of a 992 Carrera 4 GTS proved impossible to resist.

FINAL COUNTDOWN

In the end, I didn't get to drive the Sport in mainland Europe, which is a shame, but I got plenty of use out of it in the UK, including spirited drives around the Pennines and the glorious north Norfolk coastline. Thanks to all the work carried out prior to my ownership, there was little for me to do, although a failed odometer required dismantling of the dash clocks for repair, and I replaced the LCD screen in the dash-mounted digital clock and lap timer, a common fault of the 944 Turbo, S2 and 968. If Porsche had its way, the repairs for both jobs would involve hundreds spent on complete odometer and clock assemblies, but thanks to the availability of individual components from independent parts retailer, Design 911 (visit *design911.co.uk*), I was able to complete both jobs with very little spend. Regular readers will remember the 'how to' guides I published in these pages for both fiddly, but relatively straightforward jobs.

A loose bolt on a steering universal joint and a weeping brake hose were also easy fixes. The rest was simply a case of getting out and driving the car, which brought a smile to my face every time I hopped into the driving seat. Alas, all things must pass. I reckoned I needed to thin Furr's Fleet. Last in, first out. A note included in this magazine's Market Watch pages announced my intention. Correspondence from interested readers boiled own to a few serious prospective purchasers, with a particularly determined 964 owner keen to add the car to his own collection of modern classics. I knew the 968 would be looked after in his custody, and though I was sad to see it go, we had a good run together. What a great car. ●

Above A clean machine treated to a wealth of recommissioning work by the previous owner's sons, who even forked out for new Hella lights

Below Gtechniq detailing products for the win

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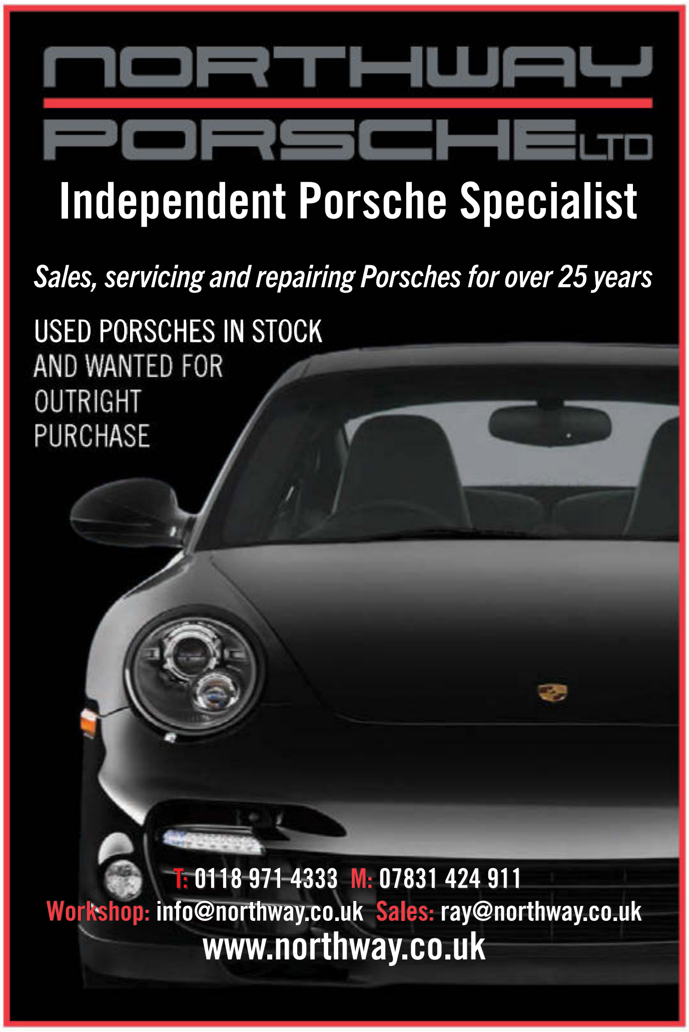

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997 CARRERA

One of the Porsche scene's best buys and delivering a universally renowned driving experience, the first-generation 997 Carrera and Carrera S models are not to be dismissed...

Words **Dan Furr** Photography **Adrian Brannan**

Prices may have risen in accordance with Porsche values as a whole, but you can still get hold of a 997 Carrera for around twenty grand in the current climate. Granted, at that figure, you're likely looking at non-S Carrera cabriolets with Tiptronic S transmission and a fair number of miles covered, but if you're working with a modest budget and have decided you want a 911 above all else, a 997 is a very tempting proposition. And with good reason, too — fast, hugely capable and as refined as it was, the 996 was a pivotal 911, but its production fortunes would be roundly eclipsed by what was to follow.

Development began in late 1998. Porsche design wizards, Grant Larson and Matthias Kulla, ably guided by then department chief, Harm Lagaay, conceived the 997 as a cabriolet first and a coupé second. The rationale for this seemingly unorthodox approach to vehicle design? It was argued the additional chassis stiffness needed for the open-top would also benefit the fixed-roof model. Traditional cues, such as the narrow waist and oval headlamps recalled air-cooled iterations of the 911, while aerodynamic honing reduced the Cd figure to 0.28. Broad wheel arches covered wider tracks and revised suspension, with eighteen-inch rims offered as standard equipment on entry-level cars. Additionally, where the 996 banished the 993's dated cabin furniture and dash layout, the 997 introduced another completely new design, one incorporating hints of what was seen inside the Cayenne. Standing the test of time, the 997's cockpit still feels fresh today.

As we outlined in previous issues of *911 & Porsche World*, the £58,380 Carrera and £65,000 Carrera S were first from the blocks. The former produced 321bhp from its 3.6-litre six-pot and sprinted to 62mph in five seconds. With an enlarged 3.8-litre boxer and 295lb-ft torque, however, the 350bhp Carrera S was

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speedier still. This was also the first time in twenty-seven years the 911 was offered with a choice of different engine sizes. Better still, the X51 optional power pack lifted the Carrera S's output to a lofty 376bhp. A six-speed gearbox was shared with the Carrera, while the hugely capable five-speed Tiptronic S was a popular item on the 997's options list.

The Carrera and Carrera S soft-tops debuted at the Detroit Motor Show in January 2005. The four-wheel drive Carrera 4 and Carrera 4S rolled in next, the biggest visual difference being 22mm-wider wheel arches. Though power was the same as the rear-drive Carrera and Carrera S, the 4 and 4S transmission's viscous multiple-plate coupling sent a minimum five percent power to the front wheels, increasing to a maximum of forty percent when traction was poor.

Whichever version of the 997 Carrera you buy, you'll end up with a hugely rewarding 911. Here's what to look for when booking an appointment to view the Porsche catching your eye.

IDENTITY AND SERVICE HISTORY

As ever, let's address the basics first. The 997 you're looking at should display a matching Vehicle Identification Number (VIN) on its V5 registration document and on the identification stamp located under the battery compartment cover. The VIN is also visible on the base of the windscreen (passenger side) and on the label stuck to the driver's door jamb.

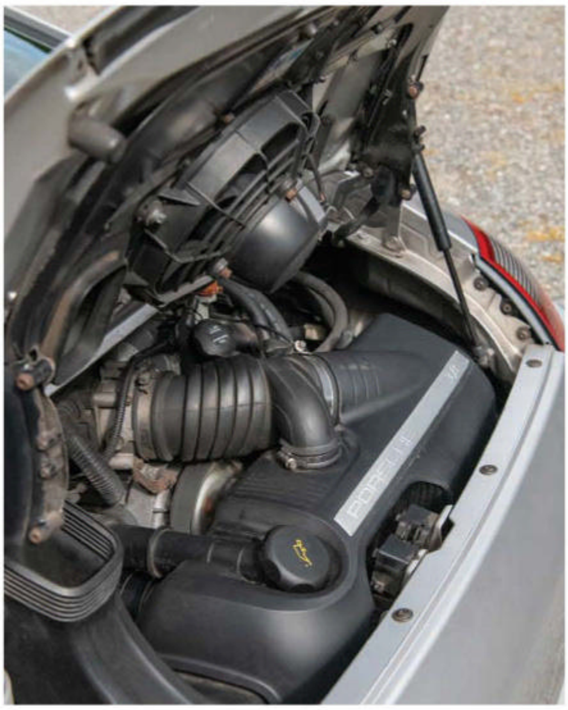
Elsewhere on the V5 document, you'll see the engine number. Unless you've got the car on a ramp, this will be difficult to spot in the metal, but it's located on the bottom of the engine. You might be able to see it with the aid of a flashlight if the car is on the ground and you get on all fours. The engine serial number will be preceded by the engine type: on a 997, M96 denotes a 3.6-litre Carrera engine, M97 is the code for a 3.8-litre Carrera S engine.

Spend a couple of quid at *mycarcheck.com*, where you can download a history report outlining any insurance claims, change of registration number, recorded mileage and whether there's any outstanding finance on the car. You should also enter the vehicle's details into the DVLA's free-to-use MOT history database, which can be found at *bit.ly/dvlamot*. The service will return all test passes, failures and advisories registered as far back as electronic records are stored (which is helpful in identifying any ongoing mechanical or safety issues) and, if you have the V5 document number at your disposal, you can even see which test centre carried out the inspection.

Damage may have been inflicted on any 997 driven in anger, so check panel gaps are straight. Look for signs of mismatched colour and don't be afraid to ask questions. You might be eyeballing a Porsche which has simply been tapped with a trolley in a car park, but then again, the car might have been stacked into a tyre wall at a race circuit. Either way, Porsche body repairs shouldn't be done on the cheap, so ask to see receipts relating to the work, if applicable. A paint thickness gauge will help you to determine if you're looking at quarters full of filler.

Full service history, ideally accompanied by invoices for any work undertaken, is desirable when buying any used 911. These cars needs to be maintained by specialists with depth of model knowledge. General service garages are not likely to know the ins and outs of the 997's mechanicals. Moreover, servicing at a general garage is a clear indication the seller (or previous owners) has skimped on spend, meaning the car is unlikely to have been cared for correctly. Lack of Porsche Centre or trusted independent specialist stamps in the service book will likely cause you problems come resale time. It is far better for you to buy a car which has been looked after by a specialist well-versed in 997 care.

Pay special attention to the most recent paperwork in the car's history file. This should indicate which jobs are imminent, affording you the opportunity to negotiate a lower purchase price. Additionally, take advantage of the Suncoast Parts Porsche VIN decoder (find it online at *bit.ly/suncoastdecoder*), which will provide you with a Porsche-specific build sheet, including the car's optioned individual equipment. The service costs just $10.



BORE SCORING

Bore score is essentially a combination of wear and tear and randomness, but there are many negative online stories about this condition, making people think 997 engines are ticking timebombs, which is nonsense. The cause of scoring is piston rings promoting wear of the standard Lokasil bore material until it gradually releases small, hard, gritty pieces of silicon, which rub between the piston and cylinder liner. Earlier engines featured a hard-coated piston capable of resisting the damage, but EU legislation enforced the move to a softer coating, which can be worked away or penetrated by the silicon particles, eventually leading to a scored bore. Symptoms to look out for include sooty passenger-side exhaust tailpipes and a pronounced tapping noise at idle. To confuse matters, 997 pre-catalytic converters are known for causing a rattling noise at start-up, but this sound should disappear when the engine warms.

Though bore score affects only a small number of 997s, you don't want to find yourself in charge of an affected engine. Thankfully, any respectable indie will be able to carry out a simple borescope inspection and provide you with the results, though our recommendation is to have a full pre-purchase inspection carried out by a recognised Porsche specialist such as Nick Giles (*nickgiles-car-inspection.co.uk*). This work will include a borescope inspection as part of a wider round of checks.

INTERMEDIATE SHAFT BEARING (IMS)

An IMS is used to transfer power between crankshaft and camshafts. At one end of the IMS sits a plain bearing, while the other end is fitted with a ball bearing. Three different types of ball bearing were used during M96/M97 production, starting with a dual-row ball bearing in 1996 (smaller displacement versions of the M96 were used to power the 986 Boxster and 996-generation 911). A smaller single-row ball bearing was introduced three years later. These smaller ball bearings are the cause of failure.

The IMS and its plain bearing are submerged in oil during normal operating conditions. The ball bearing is filled with grease protected from the engine oil by a seal. Differences in manufacturing tolerances can result in running-in material mixing with the grease and wearing out the bearing prematurely, usually resulting in early failure. If the bearing lasts for several years, however, there's a good chance it will continue to operate long into the future without fault.

Though these early bearings were too small, M96 engines from serial number 69507476 and M97s from serial number 68509791 (check the car's V5) were equipped with a newer, bigger bearing proving mostly faultless. M96/M97 engine rebuild specialist, Hartech (*hartech.org*), remanufactures the original IMS shafts — for both roller chain and Hyvo cam chain models — to fit the bigger bearings, thereby eliminating the problem of IMS failure on an early M96/M97-equipped Porsches. Hartech also opens the bearing for lubrication by the engine oil bath in which the part sits.

In truth, a low percentage of all engines with the smaller bearing have suffered failure. It certainly isn't guaranteed to happen, but bad news spreads fast — it only takes a few unlucky owners to post horror stories on internet forums for the true number of affected engines to become grossly exaggerated.

Warnings signs which can indicate IMS failure include spotting metallic particles in the oil filter while carrying out an oil change (it's good practice to check this every time your 997 is serviced) and an unexplained oil leak located at rear of engine. Aftermarket manufacturer, EPS, offers a fit-and-forget cylindrical thrust IMS bearing upgrade kit holding twelve times the load capacity of the OEM IMS ball bearing. Visit *epsauto.com*.

WHEELS, SOFT-TOPS AND TARGAS

If you look forward to cruising through the countryside with the roof down in your 997, you'll need to make a couple of simple checks when you inspect the car taking your fancy. Problems with the Targa roof mechanism are unusual, but ensure it works properly — repairs can be difficult and therefore expensive. Targa roofs have a tendency to be a little rattly, but this can often be fixed relatively easily. Seek expert opinion if this is the only thing putting you off buying the car.

The Cabriolet roof is generally durable. Simon Walters, founder of Essex-based vehicle detailing company, Cambridge Concours (*cambridgeconcours.com*), recommends a soft scrubbing brush to remove debris without scuffing the material. "Never jet wash," he says. "You're likely to draw dye out of the fabric." Recommending stock hose pressure, he suggests getting into every crease and seam — especially around the rear window — before drying with soft towels.

A Renovo recolouring agent will rejuvenate a sun-weary soft-top, but be patient with drying time. Test with a swab of kitchen towel before applying a sealing agent. Expect waterproofing to last three to five years, depending on whether your 997 Cabriolet is left exposed to the elements. For further help, contact Simon via the Cambridge Concours website.

If you can't find a 997 Carrera with wheels in good condition, remember to consider the cost of replacement or refurbishment when you're working out how much you're prepared to pay for the Porsche catching your attention. Fortunately, almost all 997 wheel designs are simple, lending themselves to relatively low-cost refurbishment.

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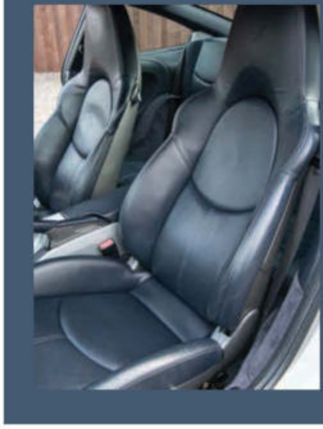
SUSPENSION

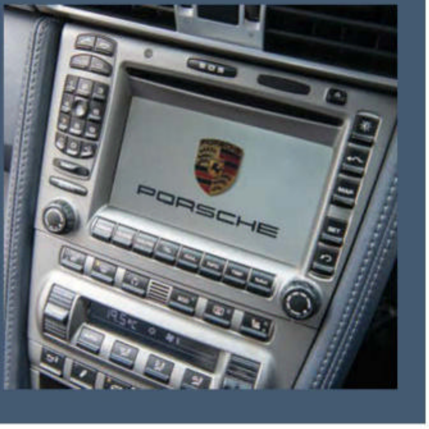
The 997 Carrera S/4S received Porsche Active Suspension Management (PASM) as standard, calling firmer suspension and more focused handling at the touch of a button. DSC Sport (visit *dscsport.com*) offers a controller to expand the dynamic range and rate of response of PASM-equipped 997 dampers, providing both improved track performance and a more comfortable ride on the street. The part simply replaces the factory PASM controller and allows users to tune by g-force, brake pressure, acceleration, speed, steering and damping range.

INTERIOR

Compared to the 996's cabin, the 997's cockpit feels modern, even by today's standards. The leather used during this period of Porsche production is very hard-wearing, but be sure to check bolster wear, especially if the car you're looking at has the desirable electrically controlled hard-shell Sport seats fitted. Other optional goodies include cruise control, although this can be easily retro-fitted at low cost. BOSE audio was another popular upgrade picked by buyers when these cars were new, but don't expect to be blown away by the original Porsche Communication Management (PCM). In a world of touchscreen head units and voice recognition, the system is very clunky. You'll be pleased to know, Porsche recently launched CarPlay-enabled Porsche Classic Communication Management (PCCM) Plus for the first-generation 997 following success of the same functionality for the 996. Budget £1,500.

A dash-mounted lap timer indicates the presence of hugely desirable Sport Chrono, adjusting engine and throttle pedal mapping, as well as Tiptronic shift behaviour (where the system is fitted) and Porsche Stability Management (PSM) suspension settings at the touch of a button.





HOT START ISSUES

The 997 Carrera/S/4/4S may suffer a slow crank when the car's flat-six is hot. Worst case, the engine won't turn over until the temperature has dropped. The problem was addressed in time for the second-generation 997 in 2009, but owners of earlier models may run into the issue, often misdiagnosed as a faulty battery. The problem stems from the alternator/starter cable being routed in such a way it is exposed to repeated heat cycles in the engine bay, causing deterioration. A new genuine cable costs less than £90 and the fix should take no more than three hours, though allow extra time if working with a Tiptronic S-equipped 997 on account of more compact engine bay packaging.

COIL PACK FAILURE

A misfiring M96/M97 is likely to indicate failure of one or more of the coil packs. With the age of the first-generation 997 taken into consideration, this isn't necessarily an indication there's anything bigger going on — coil pack failure is a common fault on any performance vehicle of this vintage, though we accept this fact is no consolation when dealing with a faulty flat-six. The cause of the problem is usually a crack in the offending coil pack, the result of exposure to high temperatures emanating from the nearby exhaust system. There's no way around this problem, meaning a 997 is likely to get through a fair number of coil packs in its lifetime. Fortunately, the parts are readily available and it's a straightforward fix. Consider renewing the coil packs as a good preventative measure next time your 997's spark plugs are due to be replaced.

OVER-REVVING

You've probably heard about over-revving, especially when it comes to 911s, but you might not be aware of what it means. We spoke to California-based Porsche road and race car engine specialist, Performance Developments (*performancedevelopments.com*) to find out exactly what's what.

Essentially, over-revving is exactly what is says on the tin: engine revolutions over or above the maximum number (per minute) the manufacturer has deemed safe. Over-revving typically occurs in manual cars on down shifts, when the road speed and gear tooth ratio are not in sync with one another. In other words, when the road speed is faster than the selected gear ratio will allow the car to be driven.

Over-revving can also happen on upshifts, when the gear selected is not engaged and the throttle is depressed unwittingly. Racing is the most common arena where this happens, but considering how many 997s are used on trackdays, it's not unusual to come across an example which has been over-revved. It's important to bear in mind Porsche knows only too well how its products will be used, which is why there is headroom built into the rev limits of a 997 in a standard state of tune. Even so, it's best not to test these limits without an understanding of the damage which can result.

Some 911 owners don't care about over-revving, acknowledging Porsche's anticipation of this behaviour as an indication these cars are meant to be driven in anger, but Porsche itself takes over-revving very seriously indeed, going as far as suggesting it can void a car's extended warranty.

A simple read of the 997's ECU will highlight how many times the engine has been over-revved, if at all. This diagnostic data will also reveal how recently this behaviour has taken place — be wary if it is shortly before your test drive. Information relating to over-revving is something you should expect to be presented with when commissioning a pre-purchase inspection from a specialist.

In the 997's ECU software, over-revving is 'rated' according to severity. Ratings one and two aren't considered serious (they're at or just below the redline), while ratings three to six represent increasingly punchier engine speeds. In truth, these are basic guidelines — a pre-purchase inspection will tell you if there's anything to worry about, such as any damage caused. That said, you should probably avoid any 997 with a history of repeated over-revs, which indicates the car hasn't been looked after in the correct manner.

A Tiptronic S-equipped 997 almost certainly won't have suffered over-revving — the transmission simply won't allow it in regular driving conditions, when the gearbox automatically changes up a gear at the point engine speed reaches the pre-determined rev count. Even when automatic shifting has been overridden by manual mode, the gearbox's safety features keep the mechanicals in check – downshifting is managed sympathetically, the gearbox ensuring cog swapping only takes place when it is safe for engine speed to accommodate, irrespective of driver input. ●

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HEARTS AND MINDS

The new Cayenne GTS Coupe offers all the performance of the same-badged SUV, but packaged in a Coupe body style costing only a small amount more...

Words **James Fossdyke** Photography **Barry Hayden**

The new Cayenne GTS SUV has earned our respect, but hasn't necessarily engendered love. This Porsche is unquestionably a remarkable engineering achievement, but it hasn't done enough to make it one of the more desirable products in the Cayenne range. Will the Coupe version, with its more streamlined and style-conscious shape, tug at our heartstrings a little more? If it doesn't, it certainly won't be for lack of trying. The Cayenne Coupe shape has always been attractive, and the latest generation has done nothing to damage this. Sitting a little lower and wider than the standard SUV body style, while having the cut-down rear end and the retractable spoiler, it has a bit more intent, which sits neatly with the GTS model's motorsport-inspired design cues.

THERE'S A FRACTION MORE BITE TO THE SOUND IN THE SPORTIER SETTING, WHICH ENCOURAGES SNUFFLING AND CRACKLING THROUGH GEAR CHANGES

Obviously, when you lay it out, a 2.2-tonne coupe-SUV with motorsport-inspired-anything seems a bit daft, but such is the acceptance of performance fourbys, the Cayenne GTS concept doesn't seem strange unless you think long and hard about it. Of course, being a Porsche, the Cayenne GTS Coupe applies its individual specification tastefully. There are black touches everywhere, including the side skirts, window trims and wheel arch extensions, as well as black badge lettering at the rear and on the car's flanks. Porsche has also added a bespoke front-end design with bigger intakes and tinted headlights.

The wheels are of the twenty-one-inch RS Spyder persuasion. Elsewhere, Porsche has given the Cayenne GTS dark bronze sports exhaust tailpipes, rather than the black parts fitted to the previous model. Red brake calipers hide behind the big wheels, which sit ten millimetres more snug in their arches than the wheels of the new Cayenne S, a result of lowered ride height.

Inside, the GTS makeover includes a heated GT sports steering wheel as standard equipment. There's plenty of Race-Tex microsuede material, too. This is an Alcantara-esque fabric inspired by race car cabins and common to all new GTS-badged Porsches, unless the buyer wants full leather. As standard, however, you'll find Race Tex on the roof lining, door cards and arm rests, as well as covering the centres of the standard eight-way-adjustable sports seats, which have swollen bolsters to improve lateral support. As expected, moody black is the order of the day, which could make the interior feel oppressive if the Coupe didn't come with a panoramic roof as standard, allowing light to pour into the otherwise dark cockpit. As a result, this doesn't feel much like a race car. Of course, it was never going to, but if anything, the Cayenne GTS Coupe is far too nicely appointed than it needs to be.

The shape and finish hasn't changed. This means you get a Taycan-inherited digital instrument cluster, which goes without a coaming and looks a bit odd at first, but soon becomes familiar. There's also a new Porsche Communication Management (PCM) touchscreen interface nestled in the centre of the dashboard.

In some ways, we lament the passing of the previous Cayenne's central gear lever, which has been replaced with a Taycan-style toggle sticking out of the dashboard, but at least this update makes space for a proper air-conditioning control panel. It might not be the most intuitive user interface out there, but it's far better than the touchscreen malarkey most new car makers seem to favour. As ever, though, Porsche has nailed ergonomics throughout the Cayenne, inside and out. And the build quality is absolutely first-rate.

Interior space is good, too, despite the swooping roofline of the Cayenne Coupe body style. You don't really notice it in the back seats, where headroom is more than adequate for even the tallest of passengers. Legroom is also vast. And while the boot is a bit smaller than that of the standard Cayenne GTS, 592 litres is still more than twice the luggage room you'll find in the back of a Ford Fiesta, although we'll admit isn't quite as useful as the 772 litres available in the back of a Cayenne GTS SUV. Additionally, the view through the back window isn't as good for the driver, but this is a minor issue, all things considered.

MONEY PROGRAMME

If you think the price you'll pay in practicality is relatively small, then the financial burden of swapping a Cayenne GTS SUV for a Cayenne GTS Coupe is comparatively minute. With prices starting at £107,700, the Coupe is a mere £1,600 more expensive than the SUV, which is a tiny premium to pay. Most other car makers would charge the best part of five figures for a change of body shape, but when you're talking about a six-figure SUV, a £1,600 difference is pretty much parity. Not that anyone is likely to buy a

Facing page
Even in Coupe form, the Cayenne SUV remains a highly practical Porsche

Above The list of individual equipment available to buyers is extensive, but we recommend focusing on road use and selecting factory upgrades accordingly

completely basic Cayenne GTS Coupe. The car we tested came with more than £15,000 of optional extras, ranging from paintwork to upholstery options and from mechanical upgrades to safety features. The Porsche Dynamic Chassis Control (PDCC) system, for example, is a £2,546 option, and one we reckon most buyers will want. Similarly, Lane Change Assist (known to most people as blind-spot monitoring) commands a £639 premium, but is likely to prove popular. In other words, this Cayenne costs £110,000 before we give thought to paint and other personalisation. Irrespective of the options you specify, and regardless of whether you choose a Coupe or an SUV body style, the GTS comes with a four-litre, twin-turbocharged V8 petrol engine. Churning out 493bhp, it's more powerful than the earlier GTS's powerplant and is more potent than the 468bhp version of the same engine in the Cayenne S. Sending its power to all four wheels via an eight-speed Tiptronic S transmission, the big vee will drag the GTS Coupe from rest to 62mph in 4.4 seconds and on to top speed of 171mph. This means performance is identical to that of the SUV, which is to be expected, and economy is identical, too, although we suspect few buyers will care too much about the 22mpg thirst.

They will be more interested in the fabulous sound of the V8, which is addictive, but somewhat aristocratic. Thunderous yet therapeutic. Raucous yet relaxing. Contradictions? It's because the sports exhaust allows you to choose how aggressive you want the GTS to be (in theory, at least). In standard driving mode, the V8 rumbles menacingly, but never really intrudes. There's a fraction more bite to the sound in the sportier setting, which encourages snuffling and crackling through gear changes. To a considerable extent, it isn't the exhaust setting making the difference, it's just the way you're driving. When you're purring along the motorway, for instance, the V8 will growl along quietly, like a Doberman snoring by the fireplace, but when you put your foot down, the attack dog springs into action. In effect, you control the noise with your foot as much as you do with the exhaust settings.

This engine is fantastic, but while the V8 was once key to the Cayenne GTS's appeal — back in the days when

TECH SPEC

Model	Cayenne GTS Coupe
Price	From £107,700 (£124,130 as tested)
Powertrain	3,996cc turbocharged V8
Economy	21.9mpg
CO_2 emissions	293g/km
Top speed	171mph
Power	493bhp
Torque	487lb-ft
0-62mph	4.4 seconds (with Sport Chrono active)
49-74mph	2.9 seconds (with Sport Chrono active)
Weight	2,220kg (DIN)
Length	4,930mm
Width	2,194mm (including mirrors)

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Above Curvaceous rear end does a good job of giving the big sports utility vehicle a look more associated with a potent sports car

the S came with a V6 — the return of V8 power lower down the line-up has seen the advantage of characteristic rumble diminished. Put it this way, you can have much the same aural excitement in a Cayenne costing £10,000 less than a GTS. What you don't get with a Cayenne S, though, is the GTS chassis setup, which is partly composed of options available elsewhere in the line-up, and partly built with bespoke components you won't find on any Cayenne S.

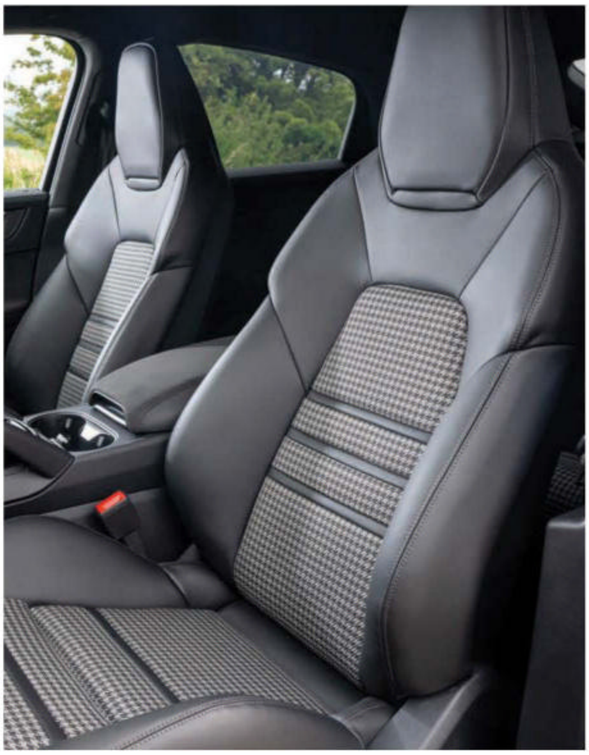
As standard, all GTS models come with air suspension, Porsche Active Suspension Management (PASM) and Porsche Torque Vectoring Plus (PTV Plus), as well as Porsche Traction Management (PTM), all of which are tuned for on-road performance, rather than off-road capability. This isn't to say the GTS can't hold its own on dirt, but 'all terrain' isn't really the Cayenne's forte. Instead, the GTS comes with trick chassis upgrades aimed at making the Cayenne handle more sharply on the road than the standard Cayenne is capable of, which is why the GTS has front-axle pivot bearings taken from the Turbo GT we can no longer get in the UK, and why the anti-roll bars and damper hydraulics are pilfered from the simply fantastic Cayenne Turbo E-Hybrid with GT Package, which Editor Furr will be reporting on in a forthcoming issue of this magazine.

Improving the Cayenne GTS's body control in this fashion has worked brilliantly. Pop the chassis into Sport Plus mode, and the GTS barely rolls, unless you really chuck it into bends. This is partly down to the suspension, but it's also because the Coupe version of the Cayenne is a little wider and a little lower at the rear than the SUV-styled model. While Porsche admits the SUV body is slightly stiffer and the Cayenne is a bit more agile as a result, at the kind of speed most buyers will drive at, the Coupe feels more stable.

This equipment works neatly with the improved steering. Again, it's a bit of an illusion to a point, primarily because the smaller GT steering wheel helps matters, but the steering knuckles increase the negative camber of the front wheels by half a degree when compared with other Cayennes. Granted, it doesn't sound like much, but the update makes a perceptible difference to the way the GTS Coupe drives. It's a little bit keener to turn in, a little lighter on its feet and easier to place, not that a basic Cayenne is exactly a rhino by comparison. Nevertheless, the GTS is still blessed with bags of grip and sports car DNA, ultimately making it more engaging.

The basic Cayenne feels a little bit more comfortable than the GTS, even with the latter's air suspension at play.

> **STEEL BRAKES ARE EASIER TO MODULATE ON THE ROAD, WHICH IS FAR MORE IMPORTANT TO, WELL, VIRTUALLY ALL CAYENNE DRIVERS**



PORS
Cayenne GTS

Above Interior is of the high standard one expects from Porsche, and now comes with the option of Pepita

Below There's a four-litre V8 developing 493bhp under all that plastic shrouding

The aforementioned changes to the suspension have added a tiny bit of edge to the way this Porsche rides, which is hardly the end of the world (bumps are soaked up well in Normal mode), but it isn't quite as smooth as a less powerful Cayenne. And if you switch the car into Sport or Sport Plus settings, it really starts to jiggle over potholes. Even cat's eyes can be felt through the seat of your pants.

This feedback is welcome in many ways. It's what turns a big SUV into a sporty SUV, but clearly, it's at its most useful on a racetrack, which is hardly the natural habitat of a Cayenne. This is why anyone specifying a Cayenne should choose the steel brakes fitted to our test car over the optional Porsche Carbon Ceramic Brakes (PCCB). While ceramics may offer massive stopping power on a circuit, they don't have as much feel as the standard brakes. When we tried PCCB on the Cayenne GTS SUV, it was the car's Achilles heel. Having tested the standard steel rotors, we're even more convinced conventional stopping power is the way to go. Even if PCCB provides more braking force and significantly more resistance to heat, steel brakes are easier to modulate on the road, which is far more important to, well, virtually all Cayenne drivers.

As a result, we've come away from the new Cayenne GTS Coupe with more affection than we have for its standard SUV-bodied stablemate. In a strange kind of way, the Cayenne Coupe and GTS specification make quite fitting bedfellows. For example, just like the Coupe body style, GTS trim is difficult to justify (unless you're really attracted to the design), but there's no great price to pay for choosing it. While the GTS may not quite have the smoothness of supposedly 'lesser' models, it's far from uncomfortable, and though the Coupe may not be as practical as the SUV, it's still more than roomy enough.

Such is the dilemma of the GTS, and especially the GTS Coupe: it's brilliant, but it doesn't excel in any one area enough to tempt customers away from a more rounded Cayenne S (or even a Cayenne hybrid). Nonetheless, the Cayenne is a sensational Porsche in any form, and if you're set on GTS specification, the Coupe is arguably the model to buy. In our opinion, however, the GTS never quite does enough, and the Coupe version hasn't quite done enough to change our minds. ●

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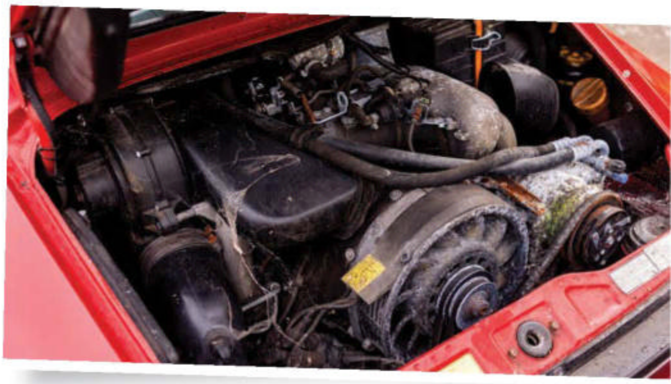
AUCTION NEWS

From bargain buys to tip-top premiums for collector cars, the month's major auctions delivered a huge range of fantastic Porsches..

The hotly anticipated Historics Auctioneers Flight of Elegance sale at Farnborough International took place not long before this issue of *911 & Porsche World* went to press. As anticipated in advance of the event, air-cooled Porsches ruled the roost, but the relatively modest final sale price of many cars crossing the block brought fresh insight into how the used Porsche marketplace is performing right now. Indeed, with the Bank of England dropping interest rates and America's proposed trade tariffs (racketeering on an international scale?) giving cause for concern, the softened prices many Porsche sports cars are currently selling for suggest now might be the time to invest your cash in a classic Stuttgart-crested speed machine.

THE AUCTION'S GUARDS RED SC PRESENTED A COMPELLING ARGUMENT FOR SNAPPING UP AN AIR-COOLED 911 IN THE CURRENT CLIMATE



As a case in point, Historics presented a Grand Prix White 911 Turbo with just 50,548 miles covered from new. This 930, a four-speed example first registered on 5th May 1988 and carrying an interior comprising a mix of Linen leather and blue fabric, sold for £94,952, significantly below the price 930s of similar vintage and mileage were selling for not so long ago. Not a cheap car by any means, but arguably a safe place to park your money.

Similarly, the auction's Guards Red SC presented a compelling argument for snapping up an air-cooled 911 in the current climate. A late example manufactured just shy of Carrera 3.2 production, this UK-supplied 911 was first registered on 19th January 1983 and fetched £44,616 when it crossed the block at Farnborough. Even with more than a hundred thousand miles covered from new (116,700, to be exact), considering the car's full service history and extensive paperwork documenting all works undertaken from new, this Fuchs-riding classic Porsche was something of a bargain buy. Well, you don't have to travel too far back in time to find a 911 of the same calibre costing at least twenty thousand pounds more.

Over the years, we've banged on about the 964 Cabriolet being one of the most cost-effective routes into ownership of an air-cooled Porsche. Granted, 964 coupe prices have skyrocketed in recent years, but al fresco motoring? Whether Targa or full open-top, the 964 offers an exciting and relatively cheap way into custody of an air-cooled Porsche. You don't need to settle for Tiptronic transmission, either, as the 1990 Carrera 4 pictured here demonstrated when it changed hands for just £34,320 at the Historics auction. That's approximately half the price of same age Carrera 4 coupe.

Presented in Slate Grey with a black interior, the car was recently treated to extensive mechanical work, including an engine rebuild, generating invoices totalling £30,000. Such a low sale price would have doubtless made the seller wince when the hammer fell, but the car's new owner must have had a massive smile on their face. Rolling on Design 90 wheels and sporting a black fabric roof in excellent condition, this left-hand drive 964 is, as Historics describes, "quick, comfortable and reliable". The Porsche holy trinity?!

This wasn't the only 964 Carrera 4 in the sale. The engine bay photograph pictured right hints at the overall

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UNITED BY THE DRIVE

condition of the event's Guards Red 1990 Carrera 4 coupe, a neglected example left out to pasture for eight years. Restoration is the order of the day, but with a sale price of £49,764, there's plenty of wiggle room to correct bodywork and the car's mechanicals without spending far beyond this 911's financial worth, if in good order. Food for thought.

Products from Porsche's transaxle family of cars were represented by an early 944 S2 with just one previous owner and ninety-seven thousand miles on the clock. First registered on 21st September 1989 and finished in Alpine White with black and white pinstripe electric seats, air-conditioning, the car has been serviced at Porsche Centres for the majority of its life, has recently been recommissioned and carries a fresh MOT. The car's lucky second owner bought it for just £11,154.

BUILT FOR COMPETITION USE, THIS MATCHING-NUMBERS CAR RETAINS ITS ORIGINAL FOUR-CAM ENGINE AND IS EQUIPPED WITH AN ALUMINIUM FRUNK

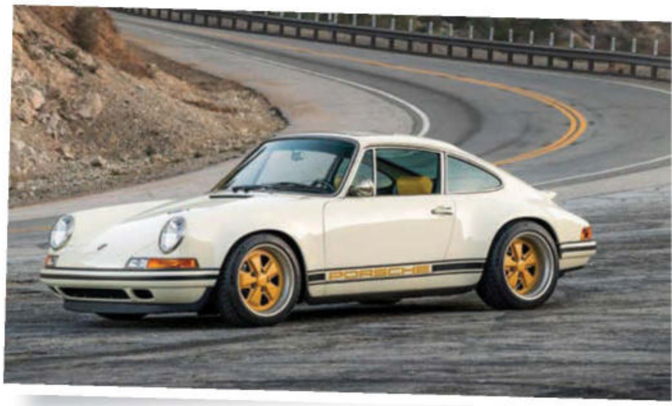
A car not selling at the sale, but representing a potential bargain for its next owner, is the auction's 2004 996 GT3 Clubsport. With 42,912 miles covered from new and presented in Cobalt Blue, the car is equipped with full roll cage, fire extinguisher, Recaro buckets and, of course, the versatile 'Mezger' flat-six mated to a six-speed manual gearbox. Updates include Alcon front brakes, KW Variant 3 coilovers, a GT3 Cup differential, a short shift kit and upgraded shift cables. A rare and desirable 911, this beautiful blue GT3 failed to sell, with offers now invited. Find all the details for this and forthcoming Historics auctions by visiting *historics.co.uk*.

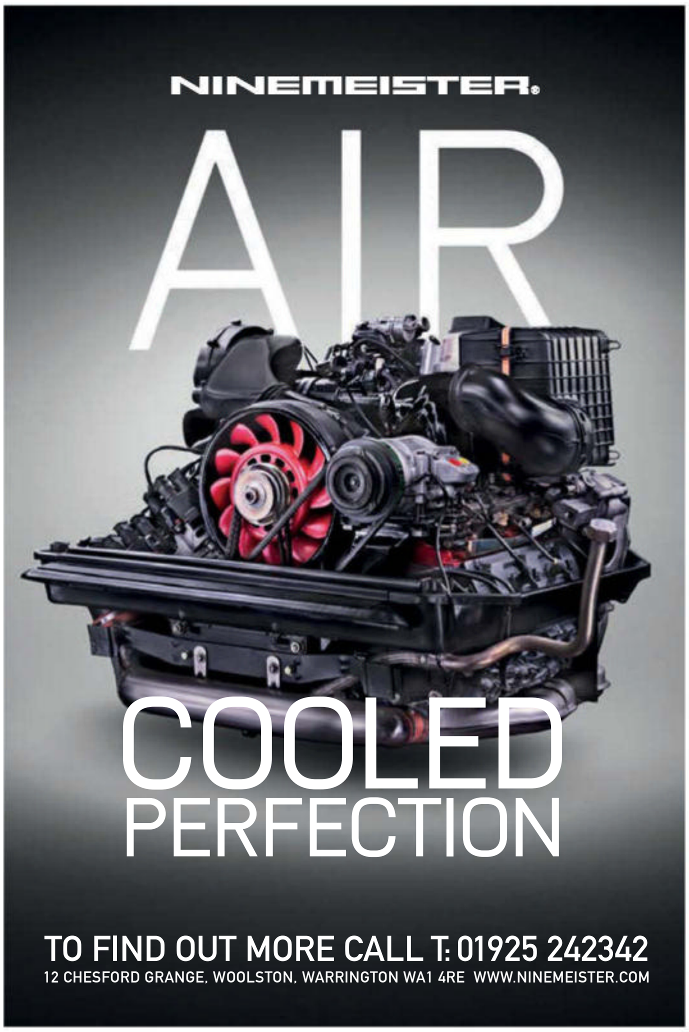
Across The Pond, Broad Arrow hosted its highly anticipated sale at the Air|Water Porsche gathering at Costa Mesa. The top sale of the event was an exceptional 1989 RUF CTR (chassis no.023), one of a mere twenty-nine W09 Group C Turbo RUF CTR' Yellowbirds' built and the singular example specified with a lightweight interior. As the fastest production car at the time of its introduction, the CTR is equipped with a 3.4-litre twin-turbocharged flat-six with a RUF six-speed manual transmission, contributing to 469bhp and top speed of 213mph. A truly important modern collector car, this not-so-mellow yellow RUF saw strong bidding from the opening bid, eventually selling for a final sale price of $4,680,000.

"Once again, we had a fantastic weekend at Air|Water," says Alexander Weaver, Senior Car Specialist and Vice-President of Private Sales for Broad Arrow. "There was strong attendance and bustling energy throughout the sale, and the results prove market demand for very special, exceedingly rare Porsches."

The sale's 2015 Weissach-kitted 918 Spyder, complete with Martini Racing stripes, fetched $2,590,000, while the event's stunning 1966 906 Carrera 6 sold for $1,528,000. In fact, the top ten cars sold at Broad Arrow's 2025 Porsche Air|Water Auction point to collector passion across the full spectrum of Porsche lineage, with representation from every decade from the 1960s through today. The aforementioned 906, plus the sale's 1990 964 reimagined by Singer Vehicle Design ($1,006,000), 1994 964 Turbo 3.6 X88 ($555,000), 1960 356 B Super 90 Zagato Coupe 'Sanction Lost' ($445,000) and 2019 911 Speedster in Lava Orange ($461,500) all ignited spirited bidding contests between parties in the room, as well as on telephones and the internet.

Broad Arrow also displayed an early highlight for its flagship annual Monterey Jet Center Auction at the Air|Water event. An exceedingly rare lightweight 1957 356 A Carrera GT (chassis 100913), the car is listed for the sale (held across 13th and 14th August) with an estimate of between $900,000 and $1,200,000. Factory-built for competition use, this matching-numbers car retains its original four-cam engine, its original numbered bodywork and was factory-equipped with an aluminium frunk, engine lid, doors and bumpers. Visit *broadarrowauctions.com*. ●





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DEALER SPOTLIGHT

Continuing our series looking at the cars currently available from specialist dealers, we check out a 997 Turbo S Cabriolet at Paragon in Mayfield...

Words **Robert Smith** Photography **Paragon Porsche**

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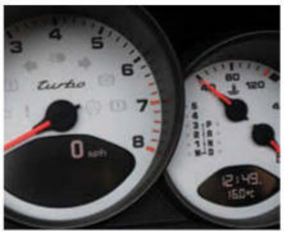
FOR DETAILS

Stunning, isn't it? Resplendent in Guards Red with black leather interior and a black power hood, this is no ordinary open-top 997. You see, this is a 997 Turbo S Cabriolet, complete with Tiptronic S transmission. The 3.6-litre turbocharged flat-six develops a whopping 480bhp channelled through four-wheel drive (hence the wide hips), with traction ably assisted by Porsche Active Suspension Management (PASM) and Porsche Stability Management (PSM). Bi-Xenon headlights do a great job of turning night into day, while silver dash dials, nineteen-inch wheels and a premium BOSE sound system provide an air of exclusivity, not that you'll need it, with such a fantastic-looking 911.

Factory options include the aforementioned semi-automatic transmission (a delightful unit in the 997, with gear change timing altered by the activation of Sport Chrono, essentially allowing the gear to hold much longer into higher revs before shifting), the centre console finished in leather, seat belts in Guards Red, heated seats, Sport Chrono, red double stitching throughout the cabin, rear parking sensors and the previously mentioned BOSE speakers and amplifier. This gorgeous 997 also benefits from a Pioneer head unit with integrated satellite navigation, DAB+ radio, Bluetooth connectivity, Apple CarPlay and Android Auto. And if loud sounds are your thing, then you'll be pleased to learn this terrific Turbo S has been equipped with a Cargraphic sports exhaust system. Suits you, sir.

Above Spring is here and summer is on the way — what are you waiting for?!



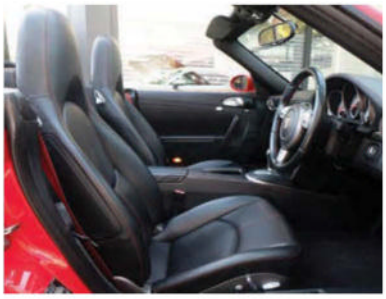
Above Matching the exterior paintwork, interior trim is held together with red double stitching and features Guards Red belts

Reassuringly, this is a car known to Paragon — the Mayfield-based independent Porsche sales and servicing centre has a long association with this 911, having sold and serviced it under a previous owner's rule. In case you're new to the company, it's worth noting every Porsche supplied by Paragon is fully inspected by the firm's qualified technicians and includes a full service, a fresh MOT and a comprehensive twelve-month warranty, including unlimited mileage and cover for all parts and labour, should they be required. Clearly, Paragon's enviable reputation in the aftermarket sales scene is built on dedication to customer satisfaction.

This open-top Turbo has covered 82,938 miles from new in 2007 (making it a first-generation 997) and is being offered at a very reasonable £46,995. That's an awful lot of 911 Turbo for the money and is sure to provide its next owner with plenty of smiles to the mile as warm weather encourages roof-down motoring in time for this year's show and holiday season. Just imagine hammering across mainland Europe in this eye-popping Porsche. Bliss.

Of course, this is just one of many outstanding Porsches currently available at Paragon. Established in 1994, the business has grown from humble beginnings into a thriving independent marque specialist catering for the sales, servicing and maintenance of Porsches of all ages. The catalyst for starting the business was the love Porschephiles, Mark Sumpter and Adrian Mole, had for older 911s. This passion for air-cooled classics saw the pair quit their jobs at a Ford dealership and embark on a journey resulting in one of the best-known names on the Porsche scene in Europe and has enabled Mark to indulge his passion for racing historic 911s, which he has done to great success all over the continent.

A familiar figure in the Porsche firmament, Mark — who describes his apprenticeship as "seven years on the spanners" — began his racing career with a Citroën 2CV in the mid-1980s, graduating to Volkswagen four-wheelers and then, somewhat inevitably, to a Porsche when Paragon opened its doors. The car was a 1978 911 SC, which Mark campaigned in the Porsche Classic Championship, before he became a stalwart of the British GT Championship, racing a self-prepared 996 GT3 R. At the turn of the century,



Above 480bhp from the turbocharged flat-six and the dependability of Tiptronic S transmission make this an inviting 911

Adrian left the business to embark on a new career. Mark continued to impress behind the wheel, winning British GT in Paragon's debut season, leading to racing with a 996 RSR, including a full season of the FIA GT Championship and a drive at the 24 Hours of Daytona. In fact, he's no stranger to endurance racing, having contested Daytona numerous times, as well as the 24 Hours of Spa and various other motorsport marathons, often sharing the driving with his friend and fellow experienced wheelman, Mike Jordan.

In readiness for the 2007 season, Mark acquired 962 chassis 011 and set the pace in the Group C Championship, winning seven of twelve races. Meanwhile, Paragon's 996 GT3 Cup won its class in the 24 Hours of Silverstone, finishing third overall. More Group C success followed in 2008, including a second-place finish in the year's Group C Le Mans support event. Top honours in Britcar, the Porsche Club Championship and Pirelli GT Trophy followed, establishing Paragon as not only a force to be reckoned with in the sphere of Porsche road car maintenance, but also in the field of race car preparation.

PARAGON CAN TAKE YOU THROUGH THE PROCESS, ENSURING YOU END UP WITH A QUALITY CAR, BUT ALSO ONE FIT FOR YOUR NEEDS

Perhaps you've picked up this copy of *911 & Porsche World* because you're interested in buying your next or first Porsche? Certainly, Paragon can take you through the process, ensuring you end up with a quality car, but also one fit for your needs, driving style and the environment the Porsche is likely to be driven in. We've already established this is a specialist more than capable of looking after the maintenance and servicing needs of whichever vehicle you buy, but maybe you're stuck trying to sell your existing ride before being able to pull the trigger? Whatever the make, model, age or condition of your motor, Paragon is happy to consider it as part exchange against one of its available Porsche sales cars, including the 997 Turbo S featured here. Obviously, Mark's team only sells Stuttgart-crested speed machines, but will happily talk to a number of trusted expert trade buyers to establish a firm and fair market price for your current non-Porsche vehicle.

Paragon can also offer attractive and competitive terms to make financing a Porsche simple and convenient. That Guards Red 997 Turbo S Cabriolet you always dreamed about has never looked so appealing and accessible!

For further information on this car, as well as all others currently in the Paragon stable, visit the company's website at *paragongb.com*. ●

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PORSCHE 996 TURBO

2002, 108000 miles, £25,000. £30k spent during my 5 years of ownership, £18k this year alone. New suspension, steering column and rack, tyres, screen etc etc. Still requires a couple of jobs to make it tip top. Drives beautifully. Please call 07872317195, Greater London.

124861

PORSCHE 911 S

2004, £37,995. Porsche 996 C4S for sale which has covered just 21000 miles. A fantastic example which condition wise is like new. Very little signs of wear inside and out. Completely original car finished in special order Atlas Grey metallic with light grey nappa leather interior. The car was in storage for 7 years and in recent years over £9000.00 spent on service work with receipts to back. This car needs nothing but a new home. It comes with the hard top from factory finished in Atlas Grey. The current owner has had the MMI unit upgraded to a more modern system but has the original unit also. It has the switchable sports exhaust system, heated seats and 18 inch turbo design alloy wheels. If you are looking for the perfect C4S then look no further. We welcome any part exchange. For more information please call Rob on 07730979259, East of England.

PORSCHE 911T

1973, £134,995. Meticulously maintained and always garaged. Completely restored in California in 2014 covering around minimal since. Finished in its original colour combination of classic Aubergine with beautiful Beige interior and removable Black targa top. Porsche COA on file. Fitted with many rare options. Please call 01765 609798, Yorkshire and the Humber. (T)

124071

PORSCHE 911

2001, 162000 miles, £11,995. 996 manual Carrera 4. Reluctant sale of my Porsche 911 due to purchase of another car. This is a well sought after manual model in four wheel drive. The vehicle has an extensive service history with the majority being done by the same independent Porsche specialist who fitted a new Porsche engine at 90,000 miles. All receipts kept in detailed file recording my ten year ownership as well as previous owners expenditure and MOTS. Oil and filer changed every year regardless of mileage. Please call 07973122692, Greater London.

125785

PORSCHE 911 CARRERA TARGA

£9,000. 1988. Black, on SORN for ten years, needs work, 911 reg no. Please call 01962 862661, South East

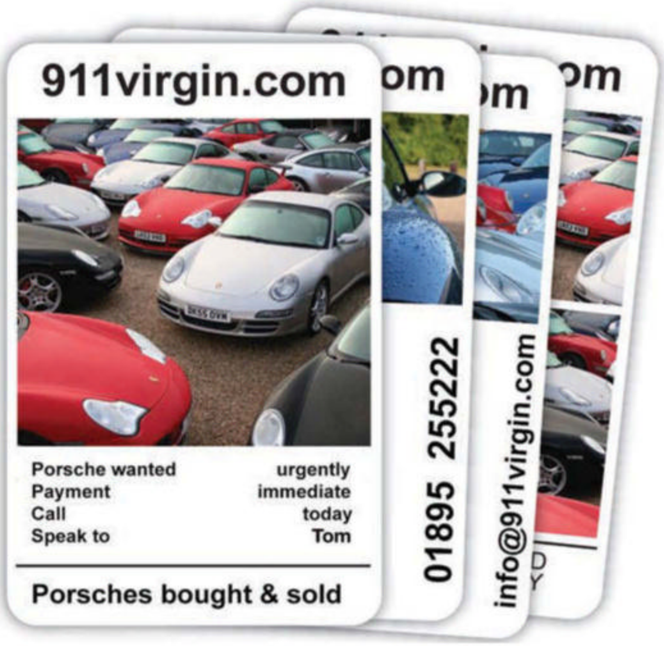
10446

PORSCHE 911

£44,745. First registered May 2004 (04 Reg) this Porsche 911 (996) Turbo Cabriolet is a factory X50 pack car (comprising of larger turbos and intercoolers) which provided a further 39 bhp over the standard 415 bhp output, with the PCCB Ceramic Brake option this is for all intents and purposes an "S" specification car. Beautifully presented in Arctic Silver with a Black Leather interior; this six speed Manual transmission example enjoys many factory optional features including: Turbo II wheels, Wind deflector, Xenon lights, Bose Sound package, Heated Seats, Cruise Control, Parking Aid, PCM 2 Telephone and Aluminium Console. Please call 01798 874 477, South East

PORSCHE 911 S

2020, 15,000 miles, £82,995. Porsche 922 C2S Convertible for sale finished in Basalt Black with full red interior. This car has covered just 15000 miles and is in very very nice condition inside and out. The car offers blistering 911 performance at a now sensible price. Specification as follows: Extended red leather interior, red roof, black exterior, sports chrono package plus, 20/21 inch sport design alloy wheels, chrome tipped twin sports exhaust switchable system. We welcome any part exchange. If you would like to see a video of this car please call Rob. Please call 07730979259, East of England.



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PORSCHE 911

2005, 22000 miles, £35,000. 996 carrera 4S Tiptronic one owner from new, seal grey, midnight blue leather interior, PSM, 18” turbo wheels with mitchelin tyres, switchable sports exhaust, full service history. Please call 07973760534, South East.

124438

PORSCHE 911

1980, £87,500. As brand new. Everything done top to bottom. Super Carrera G series. UK registered all matching numbers. Please call 07860744358, South East.

124789

PORSCHE 911 TURBO TIPTRONIC S

2008, £52,995. Porsche 997 Turbo convertible for sale finished in Agate Grey metallic with full black leather interior. This car has been in long ownership with the previous owner. Recently serviced the car has covered very little mileage over the past 7 years. Specification as follows. BOSE sound system, Aluminium entry guards, white dials, black roof with Agate Grey hard top, tiptronic S gearbox, classic steering wheel, electric heated black leather seats with crested headrests, navigation. We offer great rates of finance and welcome any part exchange. If you would like to see a video of this car please call Rob on 07730979259, East of England

PORSCHE 911

2019, 27,000 miles, £79,995,00. Porsche 992 C2S for sale finished in Crayon with Crayon seats. Fabulous example with extended Porsche warranty. Specification as follows. Heated seats, heated steering wheel, sports chrono package, BOSE sound system, Sports exhaust system, 20 / 21 inch classic alloy wheels, light design, adaptive cruise control. We offer great rates of finance and welcome any part exchange. For more information please call Rob. Please call 07730979259, East of England.

PORSCHE 911

1984, 208000 miles, £32,500. Bright Red 3.2 911 Carrera, Left Hand Drive. MOT till April 2025. Previous owner was the editor of Porsche World. Please call 07871924318, East of England.

122960

PORSCHE 911 S

2011, £44,995,00. Porsche 997 C4S Convertible Gen 2 for sale. A fabulous example. Very very clean nice original car finished basalt black metallic with Ebony black leather seats. Very rare in the fact it has the 6 speed manual gearbox. Multifunction steering wheel, White dials, heated seats, sport design alloy wheels, rear parking sensors, navigation with bluetooth are just some of the options to list. If you are looking for an immaculate 997 C4S manual then look no further. We offer great rates of finance and welcome any part exchange. If you would like to see a video of this car please call Rob on 07730979259. East of England.

PORSCHE 993

1996, £85,000. 3.6 litre twin turbo 6 speed gearbox, full cage bucket seat air jack system BBS wheels and spare set. Wide body road race car includes V5. Please call 07860379440, East of England.

125135

PORSCHE CAYMAN 3.4 S

2006, 75,500 miles, £17,995,00. Porsche Cayman 987.1 CS just arrived into stock. A very nice example with thousands spent to make this a real one off example! Specification as follows: Sport Chrono Package Immaculate Lobster Claw Alloys 19 and 20. Full leather interior in great condition. Recent MOT – no advisories (last 3 weeks it was done) Recent full service including drive belt done in July all main dealer specialist. All work kept and receipts and history for everything. Please call 07730979259, East of England.

PORSCHE 944 S2

1990, £14,495. Finished in Tuerkisblau / Blue Metallic (LM5M). Only 11 units believed to have been produced in this wonderful shade of which only 8 are left in existence (source Porsche Club GB). Linen Leather with Blue Piping & Two Tone Dash set off the interior beautifully. Presented in immaculate condition throughout with only a few minor marks representative of age and mileage. Fresh from a full health check, MOT, service and cambelt at Sam Lander Porsche Specialists. Great history file. Everything works throughout the car including the Sunroof. Dash does have the usual small cracks. Factory immobilizer still fitted. Tool kit present. Sunroof storage bag present. Rear load cover present. Factory option sticker present in boot. On the button ready to go. Full dealer facilities available. Please call 01765 609798, Yorkshire and the Humber.

PORSCHE MACAN TURBO

2015, 43,000 miles, £27,995. Porsche Macan Turbo for sale finished in metallic blue with Crayon interior. Fabulous example in very very nice condition. Full service history. Specification as follows. 21 inch turbo alloy wheels, panoramic glass sunroof, heated electric memory seats, BOSE sound system, sports chrono pack. We offer any part exchange. For more information please call Rob on 07730979259. East of England.

PORSCHE BOXSTER

2001, 109500 miles, £5,500. Sadly it’s time to let my much cherished 986 s go to a new home after almost 8 years of ownership. The colour is Lapis blue metallic complimented by Boxster red leather interior and hood in Fulham red. It comes with a 2 inch thick folder of every receipt since new and has a very good history, last serviced at 104,500 miles. Next MOT due 4.4.25. The private plate T11 EPB will go with the car (THE PB). Tyres are excellent Kuhmos and still have the checker flag imprint on the tread. A new clutch and flywheel were fitted at 106,500 miles and new genuine Porsche front springs fitted a couple of weeks ago along with new rear brake pads and new wear sensors on each corner. Just before lockdown I was about to have a new red hood fitted with a glass rear window but that didn’t happen so in lockdown madness I dyed the hood myself. Please call 07469713341, North East.

124233

PORSCHE BOXSTER S

2007, £14,995. A modern Classic, two owners, low mileage Porsche Boxster S 987 2nd generation model, 3.4 litre flat six cylinder engine in good condition, garaged. Basalt Black finish, Black leather interior finish with switchable heated ruffled leather seats, Guards Red seat belts. Electric foldaway weather tight roof, openable and retractable at low speed. Speed manual transmission and Switchable Sports Chrono pack, 19 inch 911 Turbo polished alloy wheels, hardwired Garmin Sat. Nav. and Parrott Communication system, Bose upgraded radio and CD sound system. Car comes with weatherproof, lockable full cover for outside/inside storage and personalised registration. Vehicle registered: 01/09/2007. Please call 07818407817, Oxfordshire

10573

BOXSTER SPARES OR REPAIRS

1999, £1,500. Project. Runs just, possibly coil packs. No MOT on SWORN. Please call 07791084109, Cornwall

10603

PORSCHE BOXSTER

2003, 51150 miles, £10,450. 3.2s-260BHP. Full history. All original. Last main service at 50k. Recent wheel refurb. Summer use only, garaged in winter. VGC in and out. Hard top and stand included. Please call 07530773273, Scotland.

123409

PORSCHE BOXSTER

2001, 47500 miles, £10,000. Porsche 986 (black on black spec) Boxster with a 2.7L engine. Beautiful low mileage example in excellent condition all round. Tasteful upgrades include clear facelift headlights, 18" 996 turbo twist alloy wheels (unmarked) wrapped in new Michelin Pilot Sport 2 tyres and a Blaupunkt retro look head unit with bluetooth. Full service history and at 37,000 miles the clutch was replaced along with an upgraded LN Engineering IMS bearing. The Rear Main Seal was also done at the same time. 5 owners. Next MOT due May 2025. Please call 07834156681, South East.

124738

PORSCHE BOXSTER

2012, 29000 miles, £31,900. 62 plate. Full Porsche dealer and specialist history. This car's history has been documented in 'The Fleet' section of 911 and Porsche World magazine every month in great detail for the 3 years I have owned it. It also appeared on the cover along side my 981 GT4 last year with an 8 page feature. Total cost of options: £12,295. Additional recent maintenance includes: brand new Michelin PS4's fitted in March, wheels refurbished in November 2023, important 12 year PDK gearbox serviced carried out last year November 2023 year at RPM, both AC condensers replaced this year in July 2024, fully 3 stage paint correction with ceramic coating in 2022 at a cost of £1000 (took him 3 days!) all paint was depth checked and all panels original apart from bumpers and skirts. Please call 07974185777, Yorkshire and the Humber.

125152

PORSCHE CAYENNE E-HYBRID

2024, 9000 miles, £84,995. Porsche Cayenne Coupe for sale and first of the new shape! This car has the all new engine and battery set up with the longer 60 mileage range on electric charge. A very nice example supplied by us to the previous owner back in 2023. The car is finished in Basalt black metallic with full black leather seats and 22 inch gloss black alloy wheels. Specification as follows. Heated electric memory seats, panoramic sunroof, front and rear parking sensors with parking camera, sports chrono package plus, 22 inch gloss black alloy wheels, privacy glass, black exterior styling, crested headrests, 5 seats, piano black trim. If you would like to see a video of this car please call Rob on 07730979259. East of England.

PORSCHE CAYENNE GTS

2020, 36,900 miles, £67,995.00. Coupe for sale finished in Metallic Basalt Black with full black GTS interior. Great example supplied by us to the previous owner back in 2021. Probably the biggest specification we have ever seen complemented with 22 inch satin black Vossen alloy wheels with brand new matching tyres all round. Options as follows; 14 way electric heated memory seats, adaptive cruise control with lane assist, heated steering wheel, Sports Chrono package plus, rear wheel steering, Privacy glass, folding mirrors, 22 inch Vossen alloy wheels, sunroof, black tipped tail pipes. A great specification example. Please call Rob on 07730979259, East of England.

PARTS & MISC.

PORSCHE PARTS

£125. Nearly new, Cobra seat runners, for two seats, suitable for most Porsches and other cars with floor bolt holes at 405mm x 330mm, complete with fitting instructions and all bolts etc. P and P included for mainland UK. Please email b.whalley708@btinternet.com. Please call 01435813214, South East.

124520

PORSCHE ALLOY WHEELS

£850. A complete set of Porsche OEM alloy wheels. In perfect condition, no marks, scratches or blemishes. Fitted with Michelin Pilot Sport tyres, with 4mm plus remaining depth in great condition. Alloy sizes are: Front at 235/40/ZR18 (95Y) Rear at 265/40/ZR18 (101Y). Will fit Boxster and Cayman models from 2006 -11. No rim marks or scratches, perfect usable condition. Please call 07729679059, Ireland.

124518

GENUINE PORSCHE PANAMERA RUBBER PROTECTIVE OVERMATS

£65. Genuine Porsche panamera rubber over protective mats. These are approximately £190 new. Priced to sell at £65 collect or plus postage. Please call Richard. Please call 07967 024311, Hampshire

10432

PORSCHE REGISTRATION NUMBER

£10,000. 718 F. Ideal personalised registration for owners of 718-generation Boxster/Caymans or vintage 718 race cars. Available for immediate transfer to new owner. Please call 07828 260172, East of England.

124747

PORSCHE PARTS

£75,000. 911 Porsche DVLA cherished plate: 91 ONE. Please call 07970600900, Greater London.

125681

PORSCHE REGISTRATION NUMBER 981 RHW

£1,500. Personal registration on retention certificate available for immediate transfer. South West London. Please call 07836 227706, London

10462

PORSCHE DRIVERS SELECTION JACKET

£75. Porsche Design. WAP93500SOE 100% Polyester. 3 zipped pockets. Gents small. Black with white piping. Excellent condition. £75 Postage included. Please call 01475 726360, Greenock

10626

PORSCHE TYRE SAVERS

Tyre Savers

£90. Tyre Savers - 8 pairs (enough for 2 cars), purchased from PCGB; 2 pairs are still in wrappers. £90 to include postage or £75 collected (6 miles SW of Bath). Call Mike or email: mikercarter@outlook.com. Please call 07768740929, South West.

125180

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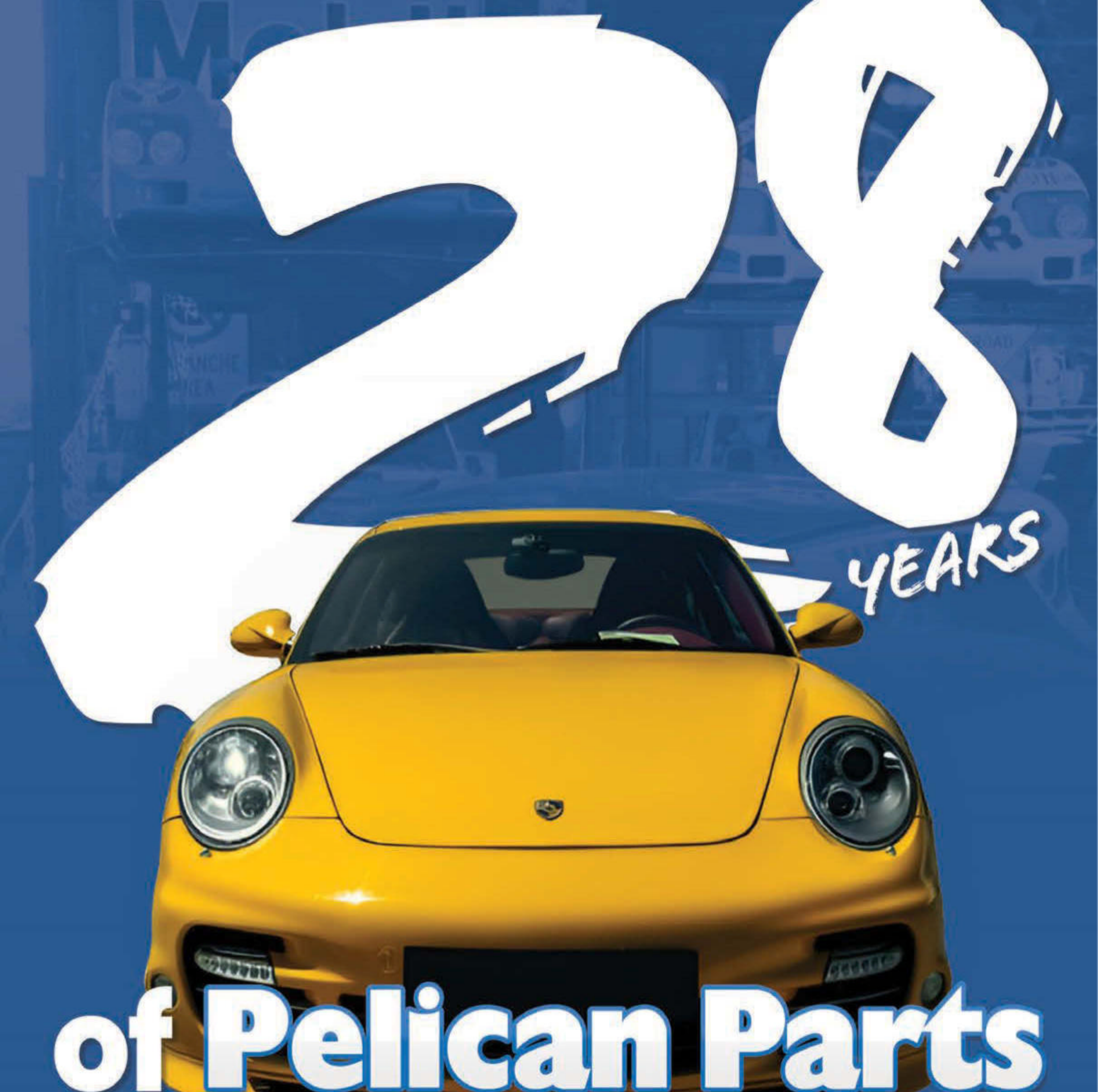

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